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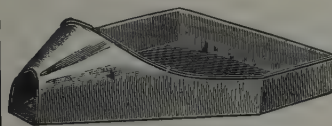


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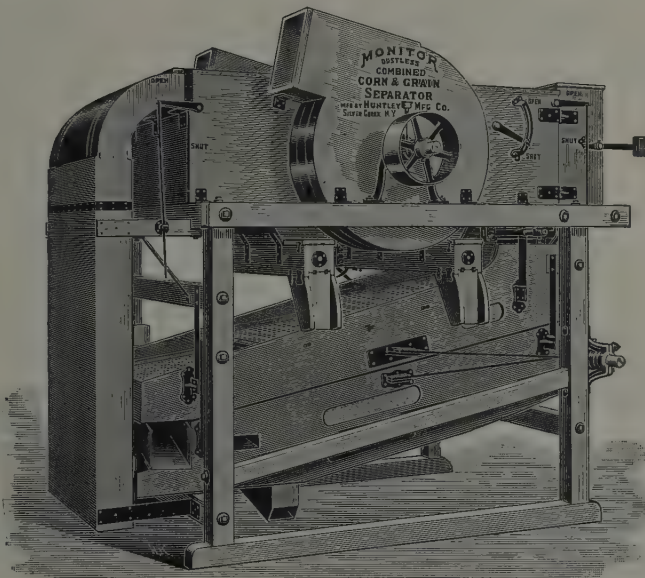
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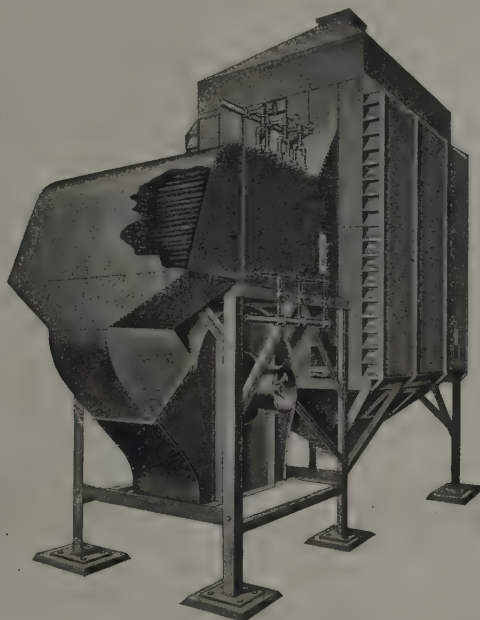
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grain are the best in
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Before many weeks new wheat will be moving freely, and a great deal of it will be damp and wet from the frequent rains during harvest.



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Successful grain men both in the country and at terminal markets recognize the need of driers as part of their equipment, while buyers and exporters are willing to pay a premium for "**Hess Dried**" grain.

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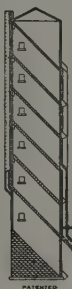
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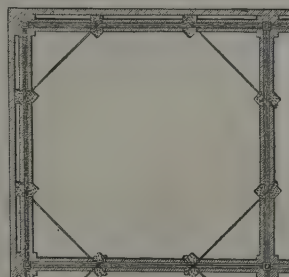
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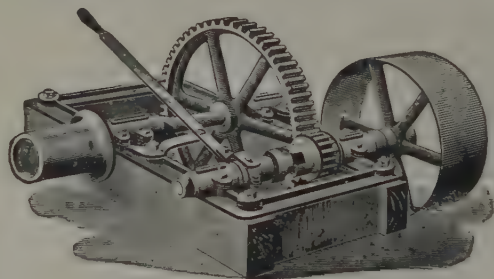
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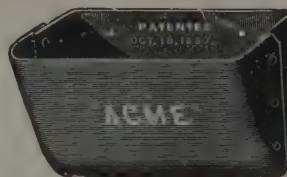
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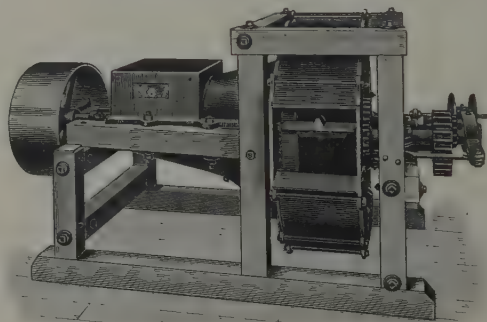
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It is mounted on a well braced wood frame, separate fan with interchangeable cups, run at reduced speed, which delivers the corn and cobs from the sheller without force or dust annoyance. These are only part of the advantages. Write and we will tell you all about it.

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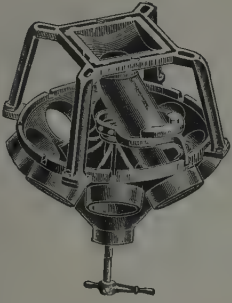
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Each part of an elevator leg from pit to cupolas, is specially designed for a smooth, symmetrical, harmonious, operating whole; insuring economical, maximum results, with automatic mechanical action, to a degree of excellence never before approached.

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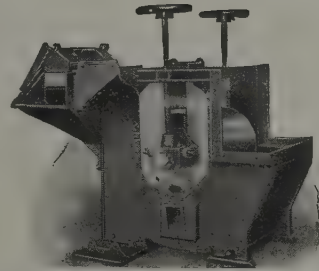
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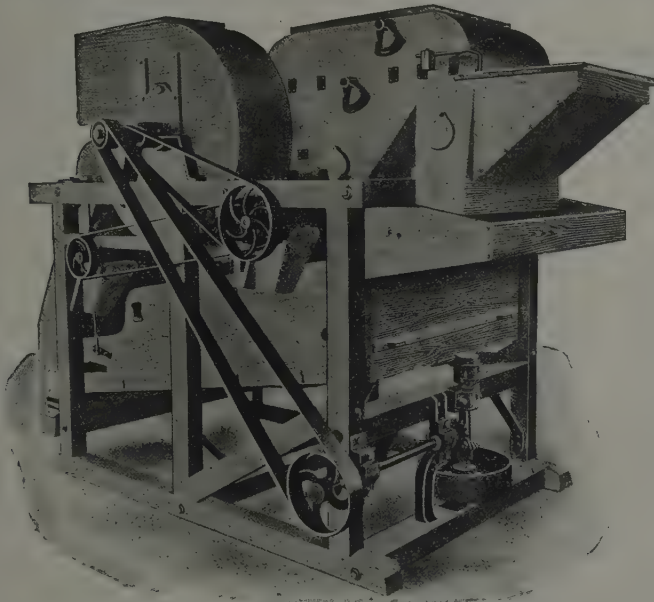
Catalog F Explains the Wrinkle

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The Ohio Oscillating Corn and Grain Cleaner



ITS construction is such that the spouting to and from the cleaner can be done easily. The best seasoned hardwood is used in the frame—well braced, firmly mortised, tenoned and bolted together with joint bolts. The rigidity of the frame is maintained by iron braces, which absolutely prevent it from getting out of alignment. It is compact, and is so constructed that the cleaner can easily be converted into a right or left hand when installing.

All bearings are babitted with the best high grade babbit metal.

The machine derives its motion from the fan shaft. The vertical eccentric shaft is driven by a pair of noiseless cut bevel gears from the lower counter, which is driven direct from the fan shaft. The eccentric on upper end of vertical shaft gives an oscillating movement to the shoe which carries the screen. The opposite or discharge end of the shoe moves between two roller guides, which prevents it from swinging sideways; and is suspended by heavy adjustable wrought iron rods. The gyrating wheel on vertical shaft is perfectly balanced, which insures smooth, easy running, and absorbs any uneasy shake or vibration.

Special attention has been given to air separation. By means of wickets and weights. In the receiving and discharge ends the grain is spread in thin layers the entire width of the air spouts, thus compelling the air to pass through the grain. This insures the removal of all foreign substances. When used exclusively for corn the airspouts at feed end are so constructed that silks, husks and other light material are drawn directly into the fan box and blown into the dust room. This prevents choke-up in conveyors. The suction of the fan is regulated by slides on the fan box. The current of air through the air spouts is regulated by iron slides in air chamber above the conveyors. All slides and wickets are easily accessible and can be quickly adjusted.

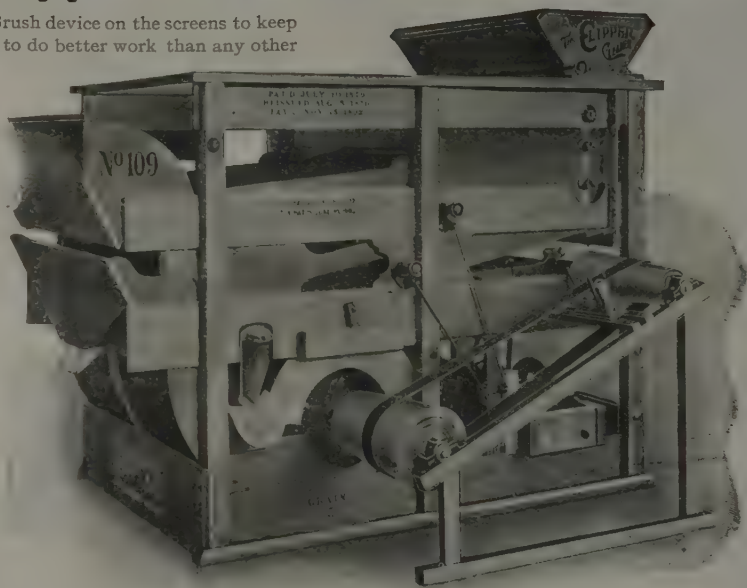
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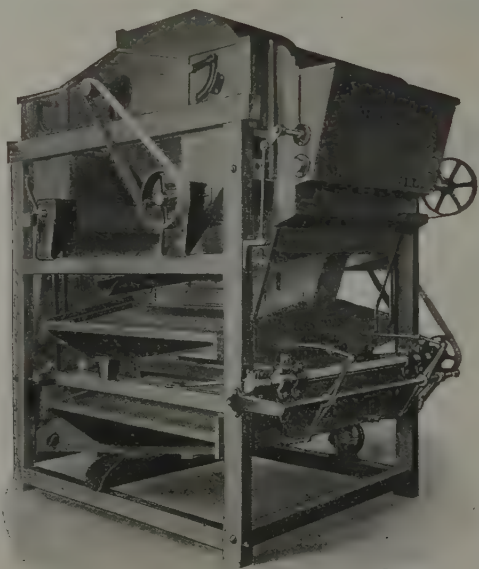
The No. 109 Clipper Seed and Grain Cleaner

Shown here has our perfect Traveling Brush device on the screens to keep them from clogging, which enables it to do better work than any other cleaner. It also has our Special Air Controller, which an experienced man will see at a glance is a perfect device for regulating the Air Blast. It has three full length screens and one-half length scalper screen which makes it very desirable for handling dirty or chaffy seed, grain or corn. The excellent results obtained on this machine and the small amount of power required by it will surprise you if you have not operated one of our Cleaners.

We guarantee it to give perfect satisfaction on clover or timothy seed or any kind of grain and it can be operated with one-fourth the expense for power of any suction cleaner on the market. If you are looking for a first-class, up-to-date cleaner of good capacity, we would be glad to send you catalog and give prices and particulars upon request.



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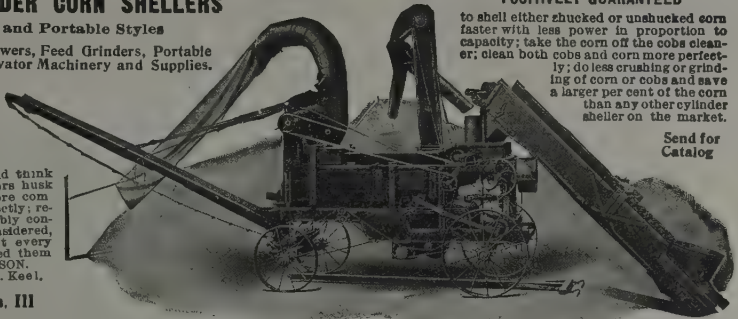
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KEEL & SON.
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Every kernel is uniformly conditioned without checking.

Drying process automatic and continuous.

Can be used as conditioner with cold air only.

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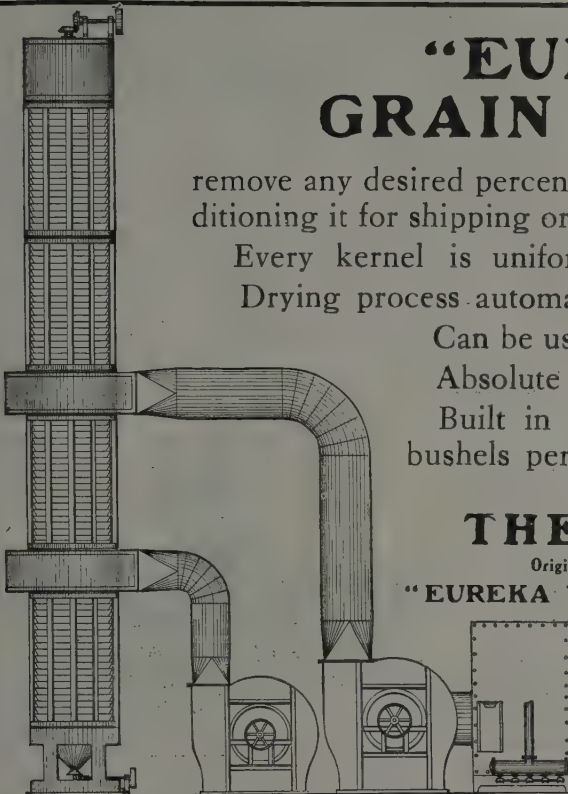
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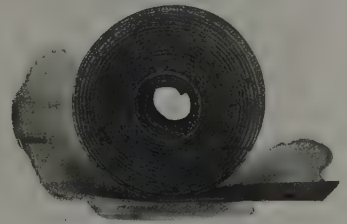
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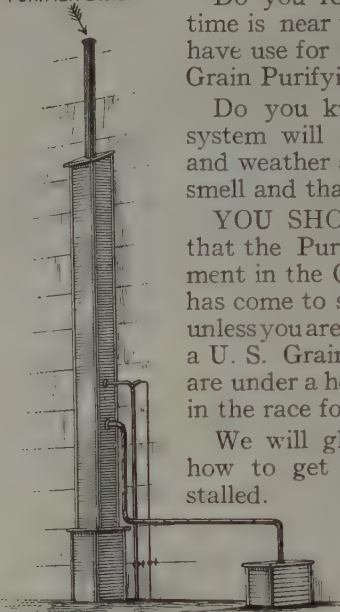
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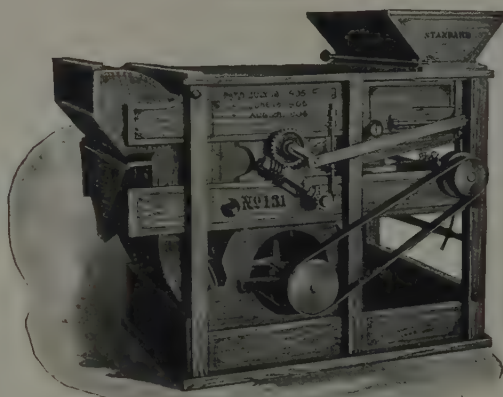
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STANDARD SEED CLEANERS
BEAN**



There are many individual points about this machine which make it a superior mechanical product. Consider the regulation of the blast.

The blast may be reduced without changing the speed of the fan, by merely turning a knob on the outside of the machine. The regulator consists of a valve inside the drum, so placed that it can be raised or lowered to admit more or less air into the vertical air shaft, regulating the blast according to the kind of grain being cleaned.

You tell us about your grain cleaning problem and we will tell you how to solve it. Any kind of a cleaning machine you want may be secured from

The International Mfg. Co.

CRESTLINE

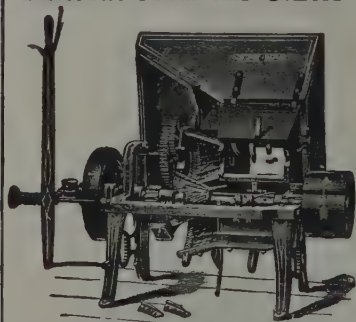
OHIO, U. S. A.

Bowsher Feed Mills

(SOLD WITH OR WITHOUT ELEVATOR.)

Grind ear corn (with or without shucks) and Grind all kinds of small grain; *separately or mixed*. Will grind Kaffir Corn in the Head. Have Conical Shaped Grinders. CAN RUN EMPTY WITHOUT INJURY.

Different From All Others



**Lightest Running
Best Built. Finest Finish.**

HANDIEST TO OPERATE

SEVEN SIZES: From 2 to 25 h. p. (Also make Sweep Mills, both Geared and Plain.)

They are Built for Business.

THE N. P. BOWSHER CO., South Bend, Ind.

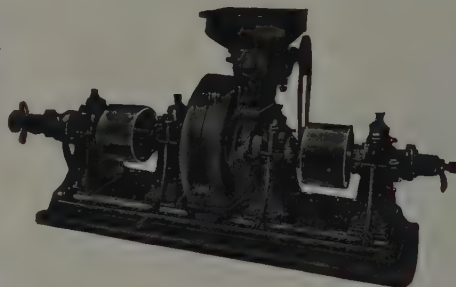
Your Profits

at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

**Monarch
Feed Mill**

Let us prove it to you by sending you one on trial. **WRITE US**

SPROUT, WALDRON & CO
P. O. 260, MUNCY, PA.

**COAL SALES BOOK**

FOT RETAIL COAL DEALERS

It facilitates bookkeeping, and reduces the chance for error. Practically three books in one: 1. Original entry of all sales made. 2. Original entry of the scale weights. 3. Journal from which the posting is done.

It contains spaces for 6,000 wagon loads. Each page is ruled with column headings, as follows: Date, Ledger, Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

This book is 8 1/2 x 14 inches and contains 150 numbered pages of superior ledger paper. Well bound with best binder board, covered with cloth, leather back, and round leather corners.

Order Form 44. Price, \$1.75.

GRAIN DEALERS JOURNAL

255 La Salle St., CHICAGO, ILL.

Grain Storage Receipts

Designed to be used by country elevator men, who store grain for patrons, in keeping a record of grain stored.

These receipts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The receipt is signed by the elevator man and shows he has received in store of net bus. Wheat to be stored and insured under following conditions, etc.

The stub is used for recording the name of the owner of the wheat, the number of gross bus, dockage bus., and net bus, and grade and dockage per bu.

Each book contains 50 receipts printed on bond paper, 10 1/2 x 3 1/2 in.

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WESTERN" line.

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WESTERN
GYRATING
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NEW METHOD
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LEWIS & CLARK

Write for
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No. 26.
Everything
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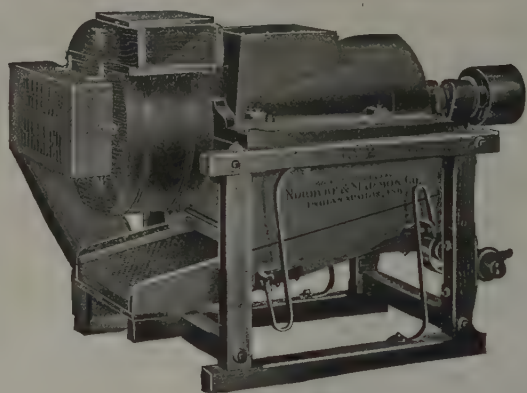
TERMS—We will ship these machines to any responsible party, anywhere, on 30 days' time with guarantee that the machine must be as represented above in every respect. For further information address,

Manufacturers of the celebrated "WESTERN" line of Shellers and Elevator Machinery.



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MILL SHELLER

A Combined Sheller and Cleaner for small mills and country elevators. Simple, durable and economical. Cylinder discharges on head end of shaker, thus obtaining full benefit of screens. The most

efficient combined machine of small capacity on the market. Built in two sizes, 40 to 100 bushels capacity. Send for Catalog 568.

Our line includes mill and elevator supplies of all kinds, power connections, grain handling appliances and many special machines for mills and elevators.

Estimates cheerfully furnished.

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America's Leading Mill Builders

Established 1851.

INDIANAPOLIS, IND.

GO WITH THE CROWD TO THE

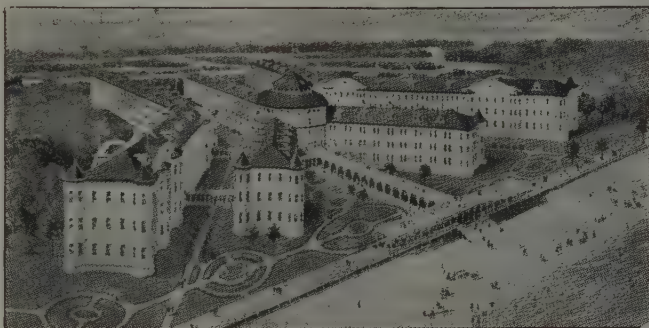
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CEDAR POINT, O.

July 27 - 28 - 29

Via

Lake Shore & Michigan
Southern Ry.



Round Trip Excursion Rate to Sandusky \$11.00 good for return until Oct. 31, and for 10 days' stop over in Toledo in either one or both directions within the final limit. Boat fare Sandusky to Cedar Point and return, 25 cents.

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□ 3:00 A. M.	* 8:40 A. M.	w* 1:25 A. M.	* 7:30 A. M.
* 9:00 A. M.	* 2:45 P. M.	* 5:10 A. M.	* 11:30 A. M.
* 10:30 A. M.	* 4:37 P. M.	* 6:25 A. M.	* 12:30 P. M.
* 1:40 P. M.	* 7:40 P. M.	* 9:50 A. M.	* 5:00 P. M.
* 3:00 P. M.	* 10:45 P. M.	* 9:55 A. M.	* 4:00 P. M.
* 5:25 P. M.	* 10:35 P. M.	* 2:15 P. M.	* 9:00 P. M.
* 5:30 P. M.	* 11:08 P. M.	* 7:05 P. M.	* 1:20 A. M.
△* 8:30 P. M.	* 3:35 A. M.	□* 11:05 P. M.	* 7:10 A. M.
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*Daily. □ Sleeper ready 9:30 P. M., △ Sleepers occupied until 7:00 A. M.
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Make reservations now by phoning Harrison 7600, or writing

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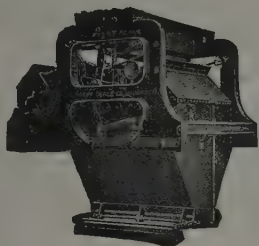
180 So. Clark Street,

CHICAGO, ILLINOIS

AVERY AUTOMATIC SHIPPING SCALES

USE THE SCALE recognized by the

Railroads and Grain Terminals



"On Nov. 27th we filed a claim with the R. R. Co. for \$15.92 being loss of 27 bushels of corn from car shipped from Stronghurst to Chicago, this corn being weighed by Avery Automatic Scale. There was NO RECORD of the car leaking, when it arrived at Chicago, but we received payment for the claim on Dec. 15th. Stronghurst, Ill., W. H. Perrine & Co., Dec. 21, 1908."

Avery Scale Co.

North Milwaukee

Wisconsin

BRANCHES

New York
Chicago
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Boston, Mass.
Chambersburg, Pa.
Des Moines, Ia.

Indianapolis, Ind.
Kansas City, Mo.
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Are You Insured

against leaky cars or theft in transit? If not, let us write you an ironclad policy and insure you payment for every bushel shipped.



Our insurance involves your using a RICHARDSON AUTOMATIC SCALE to weigh your grain, thus giving you a positive and accurate record of all grain leaving the elevator. From this you can collect for leakage or theft.

You need this for this crop—don't delay—let us write up the agreement at once.

RICHARDSON SCALE CO.

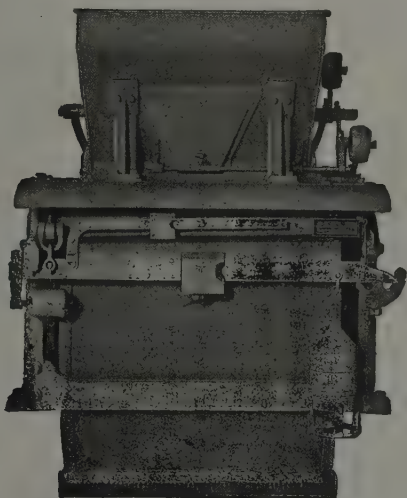
6 Park Row, New York, N. Y.

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The Sonander Automatic Scale

is a Standard scale provided with simple parts which cause continuous and automatic weighing. The beam comes to a balance with each draft so the user can see each weighed.



For the purpose of testing, any draft after being automatically weighed can be held in the weigh hopper and reweighed by hand in half a minute on the Sonander just as on an ordinary scale. The Sonander is self testing, no platform or other scale is required. Requires less space than others. Of course it is cob proof.

The Winters-Coleman Scale Co.

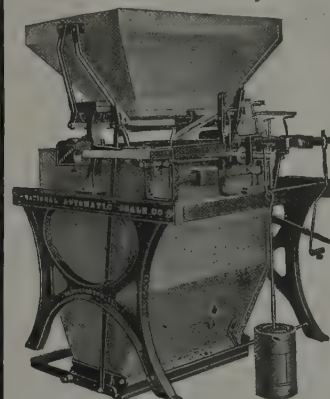
SPRINGFIELD, OHIO.

The NATIONAL

Is the Automatic Scale you have been looking for. A scale that will cause you no worry and one that you can swear by.

A scale that will accurately weigh your grain while you do something else.

TO OPERATE: Turn on the grain and "let er go." It is a scale and should be balanced occasionally. Your grain may not be in No. 1 condition and you may elevate very irregular, but you can't fool the NATIONAL.



The simplicity of the NATIONAL, together with our long experience in the manufacture of automatic scales, enables us to offer this high-class machine at a surprisingly low figure. It is sold on approval. Address

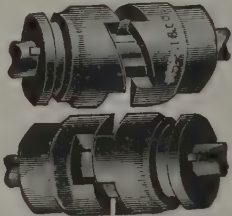
The NATIONAL Automatic Scale Co.,

215 E. Douglas St. Bloomington, Ill.

"NEW ERA" MANLIFTS Are Always Best

Besides our regular machines we offer a **new one**—a fireproof, steel one, with patented exclusive features. This is a winner.

Sidney Elevator Mfg. Co.,
Sidney, Ohio.

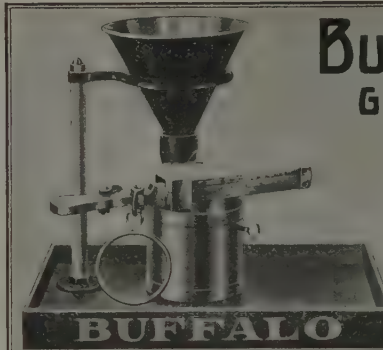


JAW CLUTCH COUPLINGS

Will save use of power by cutting off idle machinery. Special Cut Price Now.

GRAIN DEALERS SUPPLY CO.
Elevator Machinery

305 South 3rd St., Minneapolis, Minn.
Branch Office: 219 Grain Exchange,
Sioux City, Iowa



BUFFALO GRAIN TESTER WITH HOPPER FOR FILLING CUP INSURES ABSOLUTE ACCURACY

BUFFALO SCALE CO.
CHICAGO - BUFFALO - NEW YORK

THE REASON

most elevator men do not install a car puller is because of the cost. We have solved this problem by designing the machine to pull from one to three cars which we can sell for \$36.00. Send us the amount and see how quickly we can

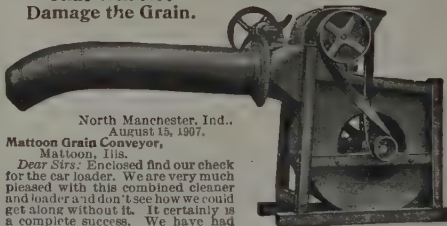


ship you one. You will be surprised with the work this machine will do. If not satisfactory return it and we will refund your money and any money you have paid for freight. Remember we guarantee it to pull three cars.

BURRELL MFG. CO., 253 South Jefferson Street, CHICAGO

The **ONLY** Car Loader
That Will Not
Damage the Grain.

COMBINED Grain Cleaner and Pneumatic CAR LOADER



North Manchester, Ind.,
August 15, 1907.
Mattoon Grain Conveyor,

Mattoon, Ill.
Dear Sirs: Enclosed find our check for the car loader. We are very much pleased with this combined cleaner and loader and don't see how we could get along without it. It certainly is a complete success. We have had experience enough with many different makes of loaders to know that it is difficult to get a loader that will load cars perfectly and that too without breaking or grinding the grain, but this will load a car perfectly without damaging the grain, and on the contrary materially improves it by the strong current of air passing through the grain. To understand what a complete success this loader is one must see it work. We like it well enough that we expect to put in one or two more soon. Very truly,
KINSEY BROS.

THESE PARTIES ARE NOW INSTALLING THEIR THIRD MACHINE.

The **ONLY** Machine
that Will Clean and Load
at the Same Time.

For Descriptive Circular
and Prices — Address:

**Mattoon Grain
Conveyor Co.**
MATTOON, ILL.

Want a Job? —Advertise in the Situations Wanted
columns of the Grain Dealers Journal.

Reliance Automatic Dump Controller



dumps the loads with perfect ease. No danger of frightening the horses from the rack or jar of the dump. No danger from breaking coupling poles, hounds or axles. This dump is a fine thing for the farmer, it draws his trade.

Put one in on 30 days trial and be convinced.

Reliance Construction Co.
Indianapolis, Ind.



We make them in five sizes and ship on trial if desired.

Maroa Mfg. Company
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WITTE ENGINES

USE GAS, GASOLINE OR KEROSENE

make a dependable power for Elevator and Mill work. Your plant is running in one minute, no time lost getting ready for short runs. The equipments are complete and conform to Insurance rules.

FIVE YEAR BOND GUARANTEE

Our elevator engines have wipe feed oil systems, vertical valves auto noiseless mufflers and many other advantages. If you use the WITTE you help us advertise. So write for our introducing proposition stating size wanted.

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Foos Gas Engines

are economical

For the wipe spark igniter, positively driven, never fails to fire a charge of fuel.

Mechanically operated valves admit fuel charge into cylinder at atmospheric pressure, increasing the efficiency of the engine.

Foos Engines are built in the largest exclusive gas engine plant in America, having the advantage of superior shop equipment, are accurately machined and carefully erected, avoiding friction losses usual to most engines.

Write for catalog No. 20, giving all details regarding Foos Engines.

The Foos Gas Engine Co.
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OTTO ENGINES

Are doing the work of the world and doing it well. 100,000 of them are making money for 100,000 satisfied users. You can become a profit sharer by sending for a catalogue and telling us your needs.

The Otto Gas Engine Works,

PHILADELPHIA, P. N.

Clark's Decimal Grain Values.

Saves Time, Money and Prevents Errors

It shows at a glance or with the simplest addition the cost of any quantity of grain at any possible market price and reduces pounds to bushels on the same page.

The values are shown directly from the pounds without reducing to bushels.

Pounds are shown in red figures, and values in black. The price being given at top and bottom of columns on each page.

Reductions to bushels are given in two columns, the larger showing the equivalent of the full line, or thousands, in the pounds column; the smaller the hundreds only.

The complete book comprises four sets of tables as follows:

No. 31. Oat Values 10 to 79 cts. per bushel and reducing any weight to bushels of 32 pounds. Bound in manila. Price, \$2.00.

No. 32. Corn, Rye and Flax Seed Values, 10 cts. to \$1.09 per bushel, and reducing any weight to bushels of 56 pounds. Bound in manila. Price, \$2.00.

No. 33. Wheat, Clover, Peas and Potato Values, 30 cts. to \$1.59 per bushel and reducing any weight to bushels of 60 pounds. Bound in manila. Price, \$2.00.

No. 34. Barley and Buckwheat Values, 20 cts. to \$1.49 per bushel and reducing any weight to bushels of 48 pounds. Bound in manila. Price, \$2.00.

These tables can be used for Timothy Seed at 45 pounds per bushel and for Corn in the Ear at 70, 72, 75 and 80 pounds per bushel.

No. 35. The complete book contains the four sets of tables, printed on 80-lb. book paper and bound in art canvas. Price \$5.00 per copy.

No. 36. The same as No. 35, but printed on heavy linen ledger paper and bound in cloth, half leather. Price \$6.00 per copy.

For any of the above, address.

Grain Dealers Journal

255 La Salle St., Chicago, Ill

Grain Scale Book No. 23.

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10 1/2 x 15 1/2 inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

For Sale by

GRAIN DEALERS COMPANY

255 LA SALLE ST.

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THE PRACTICAL GAS ENGINEER

5th Edition.

If you operate a gasoline engine you need this book for it tells about the operation and care of one. Written by a man of practical experience. Contains 140 pages neatly bound in cloth. Price \$1.00

GRAIN DEALERS JOURNAL

255 La Salle Street - - - Chicago

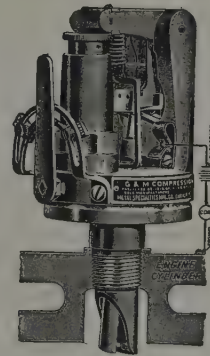
WHEAT TABLES

On Cards

Clark's Wheat Tables for reducing wagon load weights to bushels, reduce any number of pounds up to 4,000 to bushels of 60 pounds each.

In addition to the regular reduction table, 4 dockage tables showing the dockage of any quantity up to 4,090 lbs., at 1, 2, 3 and 5 lb. dockage to bushels of any quantity of flaxseed, rye or shelled corn up to 4,000 lbs. to bushels of 60 lbs.

Printed in two colors on heavy bristol board with eyelet to hang beside scale beam. These six tables will be sent, prepaid, for 50 cents. GRAIN DEALERS JOURNAL, 255 La Salle St., Chicago, Ill.



Use
**G. & M.
Compression
Igniters.**

We can save you money, time and trouble. Spark may be easily and quickly advanced or retarded to the proper point while engine is under full speed, so that engine will develop more power.

The G. & M. Compression Igniter saves gasoline and gas, as it produces a hot fat spark which shoots a much thinner mixture and shoots it quicker; thus transferring all the gasoline and gas used into power.

The G. & M. Compression Igniter soon pays for itself by the saving in fuel and the absence of loss of time and trouble.

The G. & M. Compression Igniter is extremely simple, easy to apply and requires very little attention.

If your dealer does not handle this, kindly send us his name and write direct to the sole manufacturers.

Metal Specialties Mfg. Co.,

18-24 W Randolph St., CHICAGO, ILL.

RECEIVERS

who want to reach the regular grain dealers of the country use space in the GRAIN DEALERS JOURNAL

ELEVATORS FOR SALE.

COUNTRY ELEVATORS FOR SALE in Spring wheat states. W. J. Hartzell, 7th floor, Chamber of Commerce, Minneapolis.

FOR SALE, or rent—15,000 bu. elevator, near Cedar Rapids, Ia. Handles about 100,000 bu. per yr. Address Bank, Luzerne, Iowa.

ELEVATOR FOR SALE in Northern Iowa, in German settlement. No farmers eltr. near. One competitor. Address Roy, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—40 M. cribbed elevator, good condition. Has oat clipper and hopper scale. \$7,500. Easy. Address Tone, Box 1, Grain Dealers Journal, Chicago, Ill.

TWO CRIBBED elevators in good condition in Minnesota. Will sell on easy terms, or will take land for part payment. Address No. 128 Corn Exchange, Minneapolis, Minn.

FOR SALE—Ill., Iowa and Ind. elevators. Some with lumber and coal in connection. Make your wants known, we can locate you. Address Poter, Davis & Co., Galesburg, Ill.

FOR SALE—Modern 20,000 bu. cribbed elevator, gasoline power; coal sheds and corn crib in County Seat Town, Northwest Iowa. Address J. E. K., Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED—To trade elevator and residence located in corn belt of Iowa, for small farm located in Iowa; near river or lake preferred. Address Kell, Box 2, Grain Dealers Journal, Chicago, Ill.

EASTERN INDIANA elevator for sale. Good business in grain, coal and hay. Located in corn and oat belt. Bargain if taken at once. Address Peters, Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE—20,000 bu. elevator on the Great Northern Ry. in Douglas Co., Minn. Excellent location, doing good business. No trade. Address P. O. Box 15, Chamber of Commerce Station, Minneapolis, Minn.

TWO MODERN cribbed elevators with coal sheds and corn cribs. Crops in this territory looking fine. Located on the C., R. I. & P. in Northern Ia. Address Mont, Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevators in the corn belt of Ohio and Indiana. Have several choice propositions. Give us an idea of where you would like to locate and the amount you desire to invest. Tri-State Elevator Co., Hicksville, O.

ELEVATOR and coal business for sale on Wabash R. R. in Western Illinois. Elevator 7,000 bu. capacity, in first class running order. Will sell worth the money. Address Walt, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE. The best station and conditions the money can buy. Shipped 161,000 average 8 yrs. Coal profit \$1,000 pr. yr. House fair, capable, good condition. 60 sq. mi. best central Indiana territory. Must buy before Aug. 1st. John A. Rice, Frankfort, Ind.

ELEVATORS FOR SALE.

GOOD PAYING elevator and mill for sale. Write us. Buckeye Brokerage Co., C. B. Jenkins, Mgr., Marion, Ohio.

FOR SALE—Good grain, hardware, and implement business in Central Iowa. Address J. C., Box 2, Grain Dealers Journal, Chicago, Ill.

A GOOD PAYING ELEVATOR in Northeastern Indiana for sale. A bargain if sold soon. Address Bargain, Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A line of good paying elevators in Kan., Neb., Mo., and Iowa. Must be sold immediately. Address Gregg Bros. Grain Co., St. Joseph, Mo.

FOR SALE—Two modern cribbed elevators in good territory in North Dakota. Address Stair, Christensen & Timerman, 31 Chamber of Commerce, Minneapolis, Minn.

FINE 20,000 elevator and 60 brl. No. 1 water mill, lumber, coal and other income of \$1,000 a year guaranteed; sacrifice for quick sale. Address John, Box 2, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Small line of elevators, doing a good business, in the best part of Southern Minnesota where crop prospects never looked better at this time of year. Reason for selling; too much other business to attend to. Address Lock Box 99, Henderson, Minn.

FOR SALE—First class paying line elevators with cleaning house, S. W. Minn. and N. W. Ia. on Omaha road. One-half cash; balance time or good improved land. A great opportunity. Write for description. Address Line, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two modern elevators, located in north central Iowa, on Chicago Great Western. Handled 350,000 bu. of grain last year. Gasoline and electric power in elevators. Also only Flour and Feed Store in county seat town of 3,000 inhabitants. For full particulars address P, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—At Thomas, S. Dak., on the South Dakota Central Railway, modern, up-to-date elevator, erected during the fall of 1908; size 28x30 ft.; 40 ft. cribbing; capacity, 25,000 bus.; also flour shed 28x9 ft.; coal shed 16x60 ft.; five bins. Together with the lots on which the buildings stand. Address C. E. McKinney, Trustee, Sioux Falls, S. Dak.

TO EXCHANGE for land: Grain, coal and feed business in Illinois on C. & A. Ry. Plant includes 50,000 capacity gasoline power iron clad cribbed elevator building; cribs for 15,000 bushels ear corn, coal houses for 200 tons hard and soft coal, feed grinder, etc. All in first class condition. Handles 150,000 bushels grain annually. Price \$10,000. R. N. F., Box 12, Grain Dealers Journal, Chicago, Illinois.

ELEVATORS FOR SALE—Always have a lot of special private bargains not known outside. One Ills. L. E. & W. gasoline, 16,000 cribbed, ship 163,000, 08, \$5,500. One Ind. L. E. & W. 35,000 steam, ships 125,000, retail profits \$3,000, good town, \$8,500. On Van R. R. Ind. good house averaged 4 yrs. 128,000, netted \$3,200-\$10,000, and others, others. 1 Clover Leaf \$12,000 BARGAIN. Address John A. Rice, Frankfort, Ind.

ELEVATORS FOR SALE.

TWO IOWA elevators for sale—Have two elevators in central northern Iowa on the C. M. & St. P. R. R. in good grain territory and will sell for cash or trade for S. Dak. land. My reason for selling is that I live too far away to look after same. Address Carl, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—22,000 bu. elevator, built of 2x6 oak cribbing, weather board siding; 25 H. P. Olds Gasoline engine, one 12 in. leg, terra cotta engine room and office, private loading switch and ground, connected with the E. J. & E. Ry. and the B. & O., 35 miles east of Chicago in first class grain country; for information write Cadwell & Salyers, Malvern, Iowa.

PLANT of 75,000 bus. in town of 600 handling average of 375,000 bus. annually; good competition; central Illinois; price and terms reasonable. A 50,000-bu. elevator in town of 1500 with lumber yard in connection; plenty of business for 2 men. Other elevators in good locations always on hand. Write your wants in first letter. Am sure I can suit you. James M. Maguire, Campus, Ill.

A SNAP—One 20,000 bu. standard elevator, together with 160 acres of good farming land in the best wheat country of N. Dakota. Property located at Lands, N. Dak., on the Great Northern Railroad. Land adjoins townsite. Agent lives in house on farm and operates elevator. Elevator handles 125,000 bu. in good year. 52 a. on farm in crop this year; 90 a. more can be broken. \$11,000 takes the elevator and farm. One half cash, deferred payments at 7%. Good reason for selling. Address Burgess Elevator Co., Devils Lake, N. Dak.

FOR SALE—The best small line of elevators in northern Iowa, consisting of nine houses with aggregate capacity of 240,000 bushels. Located in the center of the grain belt and in an immensely productive territory. Large retail business in coal, flour, feed, salt and tile at all the points. Retail business alone will pay expenses of operation. Houses are all in good condition and equipped with good machinery. Cleaning station at end of line nearest markets. Has always been a good money maker. Full particulars and specifications on application. Address, Iowa, Box 8, Grain Dealers Journal, Chicago, Ill.

FOUR ELEVATORS FOR SALE—White Rock, S. Dak. Price \$7,000. Receipts last year 125,000 bus. Good station, no fight on the market. We made last year at this station \$3,500, and crop prospects for this year are big. Capacity 25,000 bus. Have best buyer at White Rock and would want to have him go with the house. Clinton, Minn., 35,000 bu. house. Price \$6,000. Splendid crop prospects. Have the best buyer in that vicinity. Will guarantee good profits. Montevideo, Minn., 35,000 bus. capacity elevator. Price \$6,000. On the main street; best location in town of only four elevators. Immense territory to draw from, and there will be a big and profitable business done at this elevator this year. Granite Falls, Minn., 15,000 bus. capacity. Price \$2,500. Has the best buyer in town and gets most of the wheat. We have the above elevators for sale; locations are excellent. We are selling out because we burned out at Montevideo. Address Montevideo Roller Mill Co., Red Wing, Minn.

ELEVATORS FOR SALE.

FOR SALE OR TRADE—Grain, seed, coal and feed business, in Northwestern Ohio, on Wabash R. R. Plant includes 15,000 bu. capacity, gasoline power, iron clad cribbed elevator building, coal house for 400 tons coal, ware room, barn, private switch, all in first class condition. Handles about 100,000 bu. grain and about 4,000 tons coal per year. Doing good paying business. Owner is obliged to retire. Would exchange for improved land up to \$6,000. Can give long time on balance with int. at 5%. Price \$11,500. About one acre of land goes with this plant. Located in town of 3,000. Address Riley, Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

WANTED to rent elevator handling about 200,000 bus. with good coal business in connection. Address Cher, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED to rent or would form partnership in good elevator, Indiana or Illinois, by Sept. 1st. Address Rich, Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED in exchange for good improved farm. Give full description and price. Address Inde, Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED: Western Ohio or eastern Indiana. Give full particulars and price for cash in first letter. The Buckland Mfg. Co., Buckland, Ohio.

WANTED—To buy a good elevator in Indiana, that can show average receipts of over 200,000 bus. per year. Would consider good coal business or small lumber yard in connection. Address A. P. Hansen, Brookston, Ind.

WANTED—Elevator in Illinois handling 200,000 bu. in good repair. State location, amount handled last year, competition, etc., in first letter. Lumber or coal no objection. Address Mine, Box 2, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS WANTED

IF YOU want to buy, sell or exchange an elevator, write, wire or phone us. Tri-State Elevator Co., Hicksville, Ohio.

WANTED—We have several buyers for elevators and lumber yards. Let us know what you have for sale. Write today. Potter-Davis & Co., Galesburg, Ill.

WE ARE making a specialty of Buying, Selling and Exchanging Ohio, Indiana and Michigan Elevators. Let us know your wants. Address Tri-State Elevator Co., Hicksville, Ohio.

WANTED—Several lumber yards in Northern Ill., one yard towns preferred. Do not object to elevator or coal yard. What have you? Address Lumber, Box 11, Grain Dealers Journal, Chicago, Ill.

CAR LINER FOR SALE.

THE BEST MATERIAL to patch grain cars is heavy strawboard paper. Easy to use, cheap and efficient. 2c lb. in lots 100 lbs. or more. Address C. E. Carpenter, Schoolcraft, Michigan.

SITUATIONS WANTED.

WANTED POSITION—Experienced grain, hay and seed buyer wants work. Address Mart, Box 10, Grain Dealers Journal, Chicago, Ill.

POSITION, by young German as grain buyer. Two yrs. exp. Farmers Eltr., Western S. Dak. preferred. Address Louie Dengler, Maurice, Ia.

POSITION WANTED as Manager of country elevator, by experienced and capable man. Married and can give best of references. Address A. P. Jasinski, Canby, Minn.

SITUATION WANTED by grain man, married, 30 yrs. old, four yrs. experience. Will go any place and can give best of references. Address E. C. Bender, Bancroft, S. Dak.

WANTED POSITION as manager of country elevator by experienced young man. Best of reference; first class bookkeeper. Address Wit, Box 10, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as solicitor for grain firm. Perfectly familiar with the grain trade; know how to get business. Address Salesman, Box 2, Grain Dealers Journal, Chicago, Ill.

POSITION wanted, as manager of country elevator, by a young, unmarried man of 10 years experience in grading grain. A-1 references. Address NOW, Box 2, Grain Dealers Journal, Chicago, Ill.

POSITION wanted as eltr. supt., by a man of exp. Thoro competent judge of grain; understands handling cleaning machy, so as to get best results. Address Supt., Box 1, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—By experienced grain man, as Asst. Manager or general office man, with small line of elevators. A-1 accountant. Address, Austin, Box 2, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—By young man, with grain commission company, or line company, where I can thoroughly familiarize myself with grain business. A 1 references. Address P. D. G., Box 55, Koshkonong, Mo.

WANTED—Position as buyer or mgr. of grain elevator, by young man 25 yrs. old. Competent judge of field seeds. Good education; understand bookkeeping. Best references. Address D., Box 2, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

POSITION WANTED as grain buyer. Experienced in grain. R. R. Letner, Ash Creek, Minn.

SITUATION WANTED as manager of grain elevator or solicitor for grain firm; would put up time and experience against capital in grain enterprise; 5 yrs. exp. A-1 ref. Age 30; single. Address Moy, Box 3, Grain Dealers Journal, Chicago.

WANTED—Position as manager of elevator. Have had 5 years' experience as manager of grain and lumber business. Strictly temperate, first class bookkeeper. Know how to get results that count. Best of references. Handled 350,000 bu. last year against Farmers Elevator competition. Address Results, Box 2, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANTED—Men to work on elevators; mechanics only. Address J. A. Horn, Oklahoma City, Oklahoma.

MAN WANTED to handle small station, grain and lumber; give age and salary wanted. Address Mond, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED—Reliable man for work in elevator. One familiar with producer gas and gasoline engines preferred. Give references and wages expected. Address Dadmun Bros., Whitewater, Wis.

WANTED—Grain solicitor for So. Dakota, part of Minnesota and part of Iowa. One having experience preferred. Give references and salary. Address, Sorb, Box 2, Grain Dealers Journal, Chicago, Ill.

WANTED—An experienced grain buyer to take charge of country elevator in this vicinity. Must be a wide-awake man who can get out and hustle for business, and one who can speak the German language. Good position for right man. Address Wohltheter Elevator Co., Fairmont, Minn.

WANTED—A man to run a small terminal elevator on Lake Traverse. Must be able to run machinery as well as a crew, unload boats, ship grain and work ten days in the week during the rush season. Steady work for the right man. No farmer grain bought. Give references, age and nationality; state wages. We want a real live man; no dead ones or union men need apply. Address Lindquist Bros., Diamond, S. Dak.

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GASOLINE engines for sale, 10 h.p. Temple Pump Co., 15th Place, Chicago.

FOR SALE—10 H. P. Upright Hart-Parr Gasoline, at a bargain. Address C. F. Freehauf, Cresco, Iowa.

ATLAS ENGINE, 35 H.P., in first class order for quick sale at bargain price. Address W. W. Pearson, Upland, Ind.

FOR SALE—One 25 H. P. Columbus Gasoline Engine; good as new. Price reasonable. Inquire of Versailles Grain Co., Versailles, O.

TEN 2-H. P. FAIRBANKS-MORSE "J. O. A. T." Gasoline Engines, used one week, \$65 each. Wilnot Machinery Co., 722 Gravier St., New Orleans, La.

A BARGAIN in an 18 Horse Power Gasoline Engine. Fairbanks Morse type. Must be taken at once. Address The Metamora Eltr. Co., Metamora, Ohio.

FOR SALE—An 18 H. P. Type E. Olds gasoline engine in fine condition, including batteries and tanks. Am using electric motors. W. L. Ireland & Co., Grand Ledge, Mich.

FOR SALE—A Lightning balanced 12 horse gasoline engine, practically as good as new; \$350 cash, or \$100 cash and \$25 per month for 12 months. Write quick if interested. Address B. Strong Grain & Coal Co., Conway Springs, Kans.

GASOLINE ENGINES FOR SALE.

- 50 H.P. Nash.
- 25 H.P. Columbus.
- 25 H.P. Fairbanks Morse.
- 22 H.P. Fairbanks Morse.
- 20 H.P. Ohio.
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Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 62 West Monroe St., Chicago, Ill.

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1—6 HP Fairbanks	\$100.00
1—9 HP Foos	150.00
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1—15 HP Field-Brundage	300.00
1—20 HP Fairbanks-Morse	225.00
1—3 HP Fields	75.00
1—4 HP Fields	100.00
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1—8 HP White & Middleton	125.00
1—12 HP Fairbanks	100.00
1—5 HP Foos	100.00
Allen P. Ely & Co., Omaha, Neb.	

MISCELLANEOUS WANTED.

WRITE US if you want to sell your elevator or want to buy. We have a large list of elevator bargains and also some good exchanges for elevators. Address Iowa Mill & Elevator Brokers, Independence, Iowa.

WANTED—Present address of N. A. Grabill, elevator builder, formerly of Daleville, Ind. Have important communication to deliver. Address Builder, Box 2, Grain Dealers Journal, Chicago, Ill.

If Your Business
isn't worth advertising
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ENGINES AND BOILERS.

ATLAS STEAM OUTFIT, 10x12 Plain self-contained engine; 40x12 Atlas Boiler, H. P. 35, Engine 25. In good order. Theo. Sindt Grain Co., Lake Park, Ia

FOR SALE—Two boilers, 72x18; head ½ inch steel; shell, ¾ inch; flues 4-inch; 88 pounds pressure; made by Murray Iron Works Co. Address Rosenbaum Bros., 77 Board of Trade, Chicago, Ill.

REBUILT ENGINES AND BOILERS.

The cleanest and most thoroughly rebuilt, all our own and in stock. Not scattered everywhere and merely listed

ENGINES—CORLISS: 20x48" Wheelock, 20x42 Allis, 18x42 Hamilton, 16x42 Lane and Bodley, 14x36 Lane and Bodley, 14x24 Wright, 12x30 Allis, etc.

ENGINES—AUTOMATIC: 16x32 Buckeye, 15x14 Erie, 14½x16 Buckeye, 14½x14 Ball & Wood, 13½x15 Taylor, 13x16 Erie, 12x14 Green, 12x12 N. Y. Safety, 10x10 Fisher, 9½x12 Leffel, 8x10 Allfree, etc.

ENGINES—THROTTLING: 18x24 Erie, 16x20 Chandler and Taylor, 16x18 Erie, 14x24 Atlas, 13x16 Chandler and Taylor, 14x14 Lewis Vertical, 10x16 Owens, Lane and Dyer, 10x12 Industrial, 9x12 Ajax, 8x12 Climax, 7x12 H. S. & G., 6x8 Clark, etc.

BOILERS—STATIONARY: 72x18 High Pressure, 72x18 Standard, 72x16, 66x16, 60x20, 60x16, 54x16, 54x14, 54x12, 48x16, 48x14, 44x14, 40x12, 40x9, 36x16, 36x10, etc.

BOILERS—FIRE BOX: 80, 60, 50, 40, 35, 30, 25, 20, 16, 12, 10 and 8 h. p., etc.

BOILERS—VERTICAL: 50, 40, 35, 30, 25, 20, 16, 12, 10, 8, 5, and 3 h. p., etc.

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SCALES: Five-ton Fairbanks, Wagon Scales. Also full assortment of new machinery.

Sole manufacturers of the celebrated "LEADER" INJECTORS and JET PUMPS. Send for circular. THE RANDLE MACHINERY CO., 1748 Powers St., Cincinnati, O.

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SCALES for elevators and mills; low est prices. Chicago Scale Co., Chicago.

ONE 600 BU. Fairbanks hopper scale good as new, for sale. Address McLeod Bros., Bloomington, Ill.

FOR SALE: 14 Fairbanks and Howe hopper scales good as new, sizes 100 to 1,000 bu. Omaha Scale Co., 10th & Douglas St., Omaha, Nebr.

SCALES of all kinds repaired rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

FOR SALE—50,000 lbs. Howe Hopper grain scale complete, with timber ready for setting. Cheap, if taken quick. Good as new. Address John Marvin, Marshall, Ill.

INFORMATION FREE.

Readers desiring to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

MACHINES WANTED.

WANTED—Cornwall corn cleaner, small warehouse separator and Bowsher feed mill. Address J. R. Stafford, Connersville, Ind.

MACHINES FOR SALE.

FOR SALE—1 36-in. French Stone Buhr, in good condition. Cheap. Address J. H. Motz & Co., Brice, O.

FOR SALE CHEAP—One No. 7 Clipper Cleaner in good condition. Address Walter G. Trumpler, Tiffin, Ohio. MACHINE WANTED

FOR SALE—One new improved dustless Eureka elevator separator, built by S. Howes Co., largest size made. Good as new. Address Cleaner, Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Three No. 2 Barnard & Leas Plansifters. Have used six years, but are in good condition. Will have to be re-clothed. Will make low price. Address Oklahoma City Mill & Eltr. Co., Oklahoma City, Okla.

MISCELLANEOUS FOR SALE.

FOR SALE—One Abbott Check Punch, good condition, price \$10.00 at Cleveland. The Union Elevator Co., Cleveland, Ohio.

GRAIN TESTERS: Three sizes, one pint, one quart and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

ONE 10x20 Sinker Davis. One 8x16 Atlas. One 12x24 Atlas. One No. 3 Invincible Clipper. One No. 4 Invincible Receiving Separator. Address J. A. Horn, Oklahoma City, Okla.

FOR SALE—At ALMOST junk prices, Eureka grain dryer; washer, whizzer, etc.; large horizontal scourers; some exhaust fans; elevator belting and boots. Address F. W. Bacon, Tiffin, Ohio.

FOR SALE OR TRADE—Mill shells of different makes and sizes. One No. 7 Monitor oat clipper; elevator heads; boots, belts and legging; elevator supplies of all kinds, both new and second hand; gas and gasoline engines, 5 to 30 HP.; steam engines, 15 to 80 HP. Write me for prices on anything you want. I will try to save you money. Address, A. Van Camp, Decatur, Ind.

SECOND-HAND MACHINERY.

Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-0"x18" Noye, gear drive; 1-9"x15" Case; 1-7"x18" 3 pair High Allfree, belt drive; 1-7"x15" Allfree 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic 25 bu. cap; 1 No. 256 Monarch Magnetic, 50 bu. cap; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular; 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

PARTNERS WANTED.

WANTED PARTNER in line Iowa elevators. Conservative, careful man only, of good habits. Address H., Box 1, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

FLOUR AND FEED MILL located at Erskine, Polk County, Minnesota, on Soo Line and Great Northern railways. We have no use for this property. Want an offer. Schwab Bros., 520 Guaranty Bldg., Minneapolis, Minn.

FEED MILL, feed and grain business. Large feed stable in connection; also fine dwelling; Minnesota village of 1500. Splendid opportunity for a hustler. Address Kobe, Box 2, Grain Dealers Journal, Chicago, Ill.

EASTERN NEBRASKA MILL FOR SALE—New, 150 bbl., steam power, best wheat country, fine shipping facilities and home trade. Forced to sell. Worth \$25,000. Price \$15,000. Balance long time. will lease. Address J. S. Ehrenberger, Schuyler, Nebr.

TWO HUNDRED AND FORTY BARREL MILL for sale. Elevator 50,000 bu. capacity in connection; water power; located in the Judith Basin, the greatest hard wheat country in the world; town of 4,500 inhabitants. If interested address Morton & Martin, Lewistown, Mont.

50-BBL. water and steam power grist mill for sale; up-to-date machinery, first class condition, both machinery and building, excellent location, good custom trade, plenty of wheat raised near mill. Property cost \$8,000; must be sacrificed and no reasonable offer will be refused; must be sold at once. NATIONAL INVESTMENT CO., 582 Brandeis Bldg., Omaha, Neb.

FOR SALE 400 barrel Spring Wheat Mill & Elevator in Minnesota. Strictly modern and up-to-date. Have long list of customers and mill running every day. Location in a city of 15,000 population. Three railroads. Will accept part cash and time paper from responsible parties for balance, or will make a trade for something we can handle. Address Minnesota, Box 6, Grain Dealers Journal, Chicago.

FOR SALE—Mill and water wheel at a bargain. Poor health forces a sacrifice sale on my 70 bbl. up-to-date flour and new attrition feed mill. Good trade, good farming and wheat section. Price \$4,000. Also 17 inch Samson wheel, practically good as new; all gearing ready to set up and operate; also Core wheel 6 in. force, 64 cogs, 3-7/16 bore. Pinion 44 cogs, 2 3/4 bore. Address S. E. Poole, Randolph, Portage Co., Ohio.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial order to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

FOR SALE CHEAP

One large Niagara Dust Collector, No. 36, practically new. Write us for full particulars.

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KAFFIR CORN, MILOMAIZE, CANE SEED. Write us for prices, bulk or even weight, sacked, recleaned if desired. F. O. B. Okla. City, Kansas City, St. Louis or Chicago. Immediate shipment. Address E. R. & D. C. KOLP, Okla. City, Okla.

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BAGS FOR SALE—Buy from first hands. We are manufacturers. The price will be interesting. Write today. Address Isbell-Brown Co., Lansing, Mich.

GRAIN WANTED.

NEW WHEAT and oats of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Philadelphia, Pa.

Grain Receiving REGISTER

This book is designed to facilitate the work of the country grain man in keeping a record of weights of grain received. At the top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each book has 100 pages, 8 1/2 x 14 inches, and each page 40 lines, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on linen ledger paper, and substantially bound in extra heavy canvas covers. Order Form 12AA

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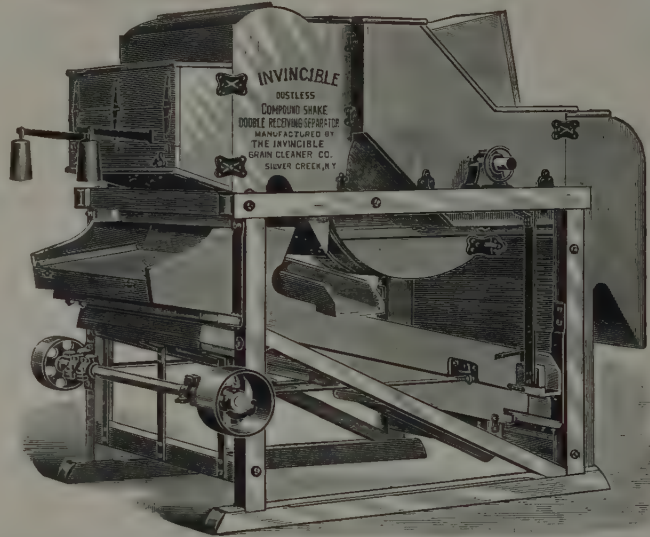
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Solid as a rock.—
No vibration of the
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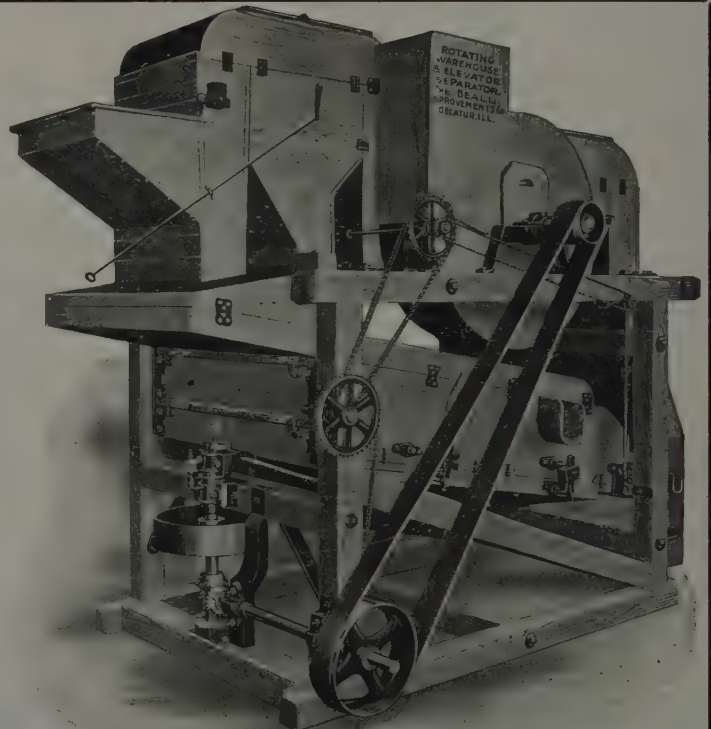
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Write for prices of
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GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month
by the

Grain Dealers Company

255 La Salle Street, Chicago, Ill.

CHARLES S. CLARK,

Manager.

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To United States, Canada and Mexico one year \$1.50; two years \$2.50.

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The Advertising

value of The Grain Dealers Journal as a medium for reaching the progressive grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms place your announcements in the leading Journal.

The rate for Advertisements in the "For Sale" and "Wanted" Departments is 15 cents per line for each insertion.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., JULY 25, 1909.

ALL ABOARD for the National Hay Ass'n meeting at Cedar Point, O., July 27 to 29 inclusive.

COUNTRY buyers must work on a wider margin the next few months else they will surely be swamped by the drops in the market.

PROSPECTS for excellent crops continue good in nearly every section of the country except Texas and Oklahoma, and the grain dealers will enjoy better business than for several years past.

SEAL RECORDS will surely assist shippers in proving whether or not their cars went through to destination without seals being broken, but shippers must insist on the seal numbers being reported back to them on each car.

CARS LEAKING grain upon arrival at terminal markets continue to be reported in large numbers, for which the rail carriers and the shippers must be blamed. Fifty-four per cent of the grain laden cars arriving at Galveston on the last crop were found to be leaking. Surely shippers can greatly reduce this percentage if they will but exercise greater care in cooping their cars before loading, and in refusing to accept old worn out rolling stock for transportation of their grain.

EACH additional report from the Federal Engineers adds additional evidence against the need of spending any money on existing waterways. All investigation proves they are already navigable far beyond the needs of commerce seeking a water route.

CORN SHELLERS are sure to be in greater demand during the coming months than for many years past, and many of the old ones now in use will quickly be worn out, if the optimistic reports from all sections of the corn country are realized.

GASOLINE has been advanced by the Standard Oil Company one cent a gallon, not because it needs the money, but because the unusual demand this summer has made it necessary for the great Trust to call upon its reserve stock to enable it to keep up with its orders.

SENTIMENT in all markets seems to be unanimously against commission merchants acting both as principal and agent, and surely every shipper will be most decidedly against their commission merchant buying in grain consigned to him for the account of his own firm.

ITINERANT PEDLARS henceforth will not do business in Minnesota, except that they obtain a license from the state. If the grain elevator operators have their way, the law will be extended to require scoopers and fly-by-night merchants also to invest in a state license.

MINNESOTA is a thoro believer in the advantages to be gained by a state through encouragement given to agriculture, and the last Legislature appropriated money for the establishment of a correspondence school of agriculture and to aid ten high-schools in installing departments of agriculture.

LEASES for elevator sites on railroad right-of-way will no doubt be restricted and rentals increased unless shippers protest more vigorously. It is but natural that the railroads should desire to get everything possible out of the shippers, but they will not succeed in this matter if the shippers will stand together.

TERMINAL MARKET CONDITIONS are of great importance to every shipper and we feel certain that the report of the Terminal Market Committee, filed at the Des Moines meeting, which is published in full elsewhere in this number, will prove very interesting reading. The evidence there presented shows the great need for more aggressive association work. A careful reading of this report no doubt will disclose to many shippers the cause of some of their grief. It is full of good points worthy of the careful consideration of every one identified with the trade. It shows the need of reforms in handling your grain.

SHIPPERS promote their own interests by promptly posting their receiver on every shipment made or intended. Then he knows what to expect in advance of the grain's arrival and is prepared to handle it to better advantage.

TEAM TRACK WEIGHTS are so unreliable, shippers are entitled to more money for grain so unloaded. If shippers will insist upon certificates of weights always being returned with invoice, they will readily detect this common source of shortage.

THE ONLY cars reported leaking grain in transit during the last two weeks were C. B. & Q. cars. Either the Burlington's cars are in very bad condition as compared with the cars of other roads or else the shippers along that line are more considerate of their brothers' welfare and hence more vigilant. Let our readers know of the leaks you see.

ELECTRIC railroads promise to figure more actively in the transportation of grain to market this season's crops than ever before. Reports from different sections are to the effect that they are making greater preparations than ever to obtain a share of this traffic. Even Ward County, N. Dak., is promised an electric line which shall carry grain to Minot.

BILLINGS, MONTANA, is ambitious to be recognized as a grain center, and is now arranging to celebrate "Durum Wheat Day." To make the celebration duly attractive, the committee on arrangements should early engage the Editor of the Northwestern Miller to deliver an encomium on what the Billings enthusiasts might call the greatest cereal food of the age.

ARBITRATION must be compulsory if it is to be effective, and no association can afford to retain in its membership, a dealer who will not arbitrate differences and abide by the result. Arbitration insures more equitable settlement of differences and without prejudice as to future business relations. Through its agency much time and money is saved; much worry and labor avoided.

MEMBERS of the organized grain Exchanges in the central markets will get all the business of the live, progressive shippers and buyers, if their own interests are consulted. Very frequently we receive inquiries as to whether a certain receiver or shipper of a market is a member of the Exchange, but invariably this question is asked after business relations have been established and differences have arisen to the great cost of the information seeker. Arbitration cannot be forced with dealers who are not members of the organized Exchange, neither are they governed by the rules and regulations of the Exchange, which are designed to promote the cause of fair dealing.

IF SHIPPERS are ever to direct the routing of their own shipments, they must insist upon it now. The Interstate Commerce Commission seems disposed to uphold the desire of initial lines to dictate intermediate routing of every shipment.

TERMINAL INSPECTORS will replace grain doors and cooper cars carefully, if the shippers will take up the matter in a forceful manner and keep after them until they reform. They cannot be expected to respect the rights of the shipper, unless they have frequent demands made upon them.

SHIPPERS who watch our department "New Grain Tariffs" occasionally learn of a tariff of which their local station agent knows nothing, and to their own profit. While railroads are very diligent to ferret out under-charging, they do not make any effort to learn of and refund over-charges. Shippers who want the bottom rate must keep posted.

FREIGHT CLAIMS, according to the reports of the Iowa Association, are being settled much more promptly and satisfactorily than ever before, due no doubt to the fact that shippers are learning how to present claims and are refraining from filing claims for trifling amounts. A strong claim should be pushed with all the force a shipper has and no time wasted on trivial amounts.

SHIPPERS who have experienced difficulty in collecting for grain lost in transit will be pleased to peruse the letter of the manager of the Board of Trade Transportation department, which appears on page 104 of this number. It reiterates in a convincing manner the statement that carrier must deliver all grain received at destination, or compensate shipper for the shortage.

COUNTRY ELEVATOR operators recognize the impossibility of handling a crop of grain through an elevator without a marked shrinkage occurring. So it is with the public elevators at terminal markets. Grain stored will generally shrink some, but will always shrink more when taken in shortly after harvest, and no house can be expected to weigh out if grain is handled much or kept long in store.

THE SUCCESS attained as a result of the corn improvement campaign, instituted by associations and experiment stations throughout the land, should prevent the campaign for improved oats being dropped until some real improvement is attained. The inferior quality of the last crop, of itself should be enough to inspire consumers, dealers and producers in taking an active interest in this subject. Unless oat growers are induced to put more intelligent effort in their work, a continuation of the meager returns must be expected.

THE LIGHTNING season is at hand, but so far few elevators have been destroyed as a result. However, elevator owners whose houses are not well protected by rods must watch their property carefully during the summer thunder storms which are sure to occur. While a great many fires are started by lightning, many of them are extinguished in their incipency, when barrels of brine and buckets are convenient.

CITY SCALES may be correct part of the time, but the grain dealer who accepts the weights as correct and pays for the grain on the basis of such weights, often finds a large shortage before the crop is handled. The experiences of different dealers who have suffered losses by reason of defective city scales, emphasizes the necessity of grain dealers providing accurate scales for checking the work of the City Weighmaster.

SEED DEALERS, as well as feed dealers, who are anxious to escape punishment at the hands of the different states, must keep posted regarding the ever-changing state laws, which seem designed for the sole purpose of discouraging rather than promoting trade. No doubt some legislation was needed, as many swindlers were imposing on the ignorant and credulous, but the lawmakers did not see fit to call to their aid practical men in the trade, hence the unreasonable laws which are continually being changed.

CARS LEAKING GRAIN are often reported in transit by railroad officials who neglect to report leak to shipper, as is evidenced by the continued complaint of such omission on the part of the shippers, receivers and terminal market inspectors who discover evidence of recent repairs and leaks when car arrives at destination. It is not natural for the railroad company to give up information of this character, as it will count against the road's earnings, but the shippers can greatly assist one another by reporting leaks direct to us for publication.

CINCINNATI grain receivers are rightfully up in arms against a new regulation of the local carriers abolishing the payment of \$1.80 for car doors applied by shippers. It is clearly and plainly the duty of the carriers to place their cars in condition for receiving and safely transporting all grain entrusted to them for transportation, and this the courts will require them to do, if the shippers will but ask for intercession. In many terminal markets all shippers are provided with cars carefully coopered and grain doors properly placed. In fact the competition for shipments out of grain centers is so great that the railroad companies generally keep a gang of carpenters engaged in coopering their cars, and to their own advantage as well as the profit of the shippers.

IOWA grain dealers are so well pleased with the work of the Association scale inspector, they demand more of his time than he is able to give. Scales will not stay in working order, and unless they are carefully inspected occasionally, users must expect them to weigh incorrectly. If it is discovered that they are weighing against the farmer, a loss of business is sure to result, even tho the buyer was ignorant of the fact.

WET, MUSTY WHEAT, damp from recent rains, and containing shriveled grains, is very likely to result in many shipments being graded off, to the loss and disappointment of country buyers who failed to buy strictly according to grade. Unless there is a large quantity of off-grade grain this year, such grain will command a good price, as the mixers will need it in their business. Those equipped with driers will be able to handle the damp grain quickly and profitably if they buy it right.

A GENTLEMAN of Clark, S. Dak., has brot forth a question of importance which merits the careful study of the experts of the Agricultural Department, not only in the interest of the producing community, but also in the interest of the shippers and receivers. This question should be promptly decided for all time to come, that disputants in the future may know what is right. The all important question is "When is a decayed egg?"

PHOSPHATE SHIPPERS have begun to take an active interest in the markets afforded for their goods in the middle states. The agricultural experiment stations have been recommending the use of such fertilizer and if the proper phosphates are obtained, no doubt the farmers and grain dealers will realize much from the use of this soil-builder. However, it behooves every grain dealer who handles phosphates to investigate the merits of each shipment before he dares to recommend it to farmers. There seems to be much worthless goods on the market.

GRADUALLY railroad companies are coming to recognize the right of the shipper to order and receive a car of the capacity needed for the shipment which he wishes to make, and rules are being issued in keeping with this right. A new rule recently issued by all Chicago inbound roads, provides that where a railroad, for its own convenience, furnishes a larger car than was ordered by shipper, the minimum weight basis for the car ordered will be applied, if no greater amount of grain is loaded into the car than the maximum capacity of the car ordered. A similar rule has been adopted by a number of grain carrying roads throughout the country. If any road continues to attempt to force shippers to accept cars offered, regardless of capacity, it behooves shippers along that line to get busy and work for reform.

New Grain Tariffs

Among the new freight tariffs covering grain, seeds, hay and straw, filed with the Interstate Commerce Commission to become effective upon date specified in each abstract, as reported by *The Traffic Bulletin* of Chicago, are the following:

GRAIN AND GRAIN PRODUCTS.

Mo Pac, ICC No A1069, wheat from stations in Illinois to stations in Missouri; effective Aug. 17.

B & O, Sup 24 to ICC No 6573, grain, grain products, from stations on B & O to eastern cities; effective Aug. 16.

Erie, ICC No 7616, grain, from ex-lake at and east of Buffalo, N. Y., to points in Pennsylvania; effective Aug. 6.

Wabash, grain and grain products from Decatur, Ill., to London, Ont., 154c; effective Aug. 12.

C Gt W, ICC No 4614, grain, grain products, from Missouri River points to stations on C & N W; effective Aug. 12.

L S & M S, Sup 11 to ICC No A2343, grain and grain products from stations on L S & M S to eastern Virginia points; effective Aug. 15.

D T & I, ICC No D144, grain from stations in Michigan and Ohio to Bay City and Saginaw, Mich.; effective Aug. 16.

Wabash, ICC No 1992, corn, oats and hay, from stations on Wabash north of Moberly, Mo., to stations on St Louis & Hannibal; effective Aug. 12.

C Gt W, ICC No 4619, corn, oats, rye and barley, from stations on C Gt W in Iowa and Missouri to Texarkana, Tex.; effective Aug. 12.

Ill Cent, ICC No A7534, grain, from Council Bluffs, Ia., Omaha and South Omaha, Neb., to Louisville and Owensboro, Ky.; effective Aug. 10.

Minn & St L, ICC No 2104, oats, corn and rye, from stations on M & St L and connections to Cedar Rapids and Clinton, Ia.; effective Aug. 10.

B & O S W, ICC No 6457, grain and grain products, from landings on Illinois River to points in C F A territory, via Beardstown, Ill.; effective Aug. 14.

C C C & St L, ICC No 4875, grain and grain products, from stations on Cairo division C C C & St L to Cairo and Harrisburg, Ill.; effective Aug. 16.

D T & I, ICC No D148, grain and grain products, from stations on D T & I to points in C F A territory; effective, state, July 26; interstate, Aug. 16.

P C C & St L, Sup 3 to ICC No P126, grain and grain products, from stations on P C C & St L to points in C F A territory; effective, state, July 26; interstate, Aug. 15.

Gt Nor, ICC No A3041, barley, corn, oats, rye and wheat, from points in Minnesota, Iowa and South Dakota to Missouri River points; effective Aug. 9.

P R R, Sup 2 to ICC No TT280, grain, grain products, cancel rates from stations on Western and Chautauqua divisions to stations on P R R; for rates see ICC G0786; effective Aug. 10.

D S S & A, Sup 2 to ICC No 1997, grain, flour and grain products, from Duluth, Minn., Superior and Superior East End, Wis., to points on D S S & A and connections; effective Aug. 3.

C St P M & O, Sup 13 to ICC No 3416, flaxseed, grain and grain products, between St. Paul, Sioux City, Omaha and Chicago and stations on C St P M & O; effective Aug. 5.

Ill Cent, Sup 5 to ICC No A6902, grain, from stations on Ill Cent in Illinois and Indiana to Atlantic seaboard, interior eastern and western terminal and Canadian points; effective Aug. 9.

B & O, Sup 1 to ICC No 8395, grain and grain products, from Akron, Cleveland, Cuyahoga Falls and East Akron, O., to points in C F A territory; effective, intrastate, July 14; interstate, Aug. 3.

C Gt W, ICC No 4612, wheat from Missouri River points (when from beyond) to points in Illinois, Indiana and Wisconsin; effective Aug. 5.

C Gt W, Amend 9 to ICC No 2881, rye, from St. Paul, Minneapolis and Minnesota Transfer, Minn., and stations on C Gt W in

Minnesota to Ohio River points; effective Aug. 1.

C & N W, Sup 9 to ICC No 6907, grain and flaxseed, between Chicago, Peoria, St. Paul and stations in Iowa, Minnesota, North Dakota and South Dakota; effective, state, July 12; interstate, Aug. 5.

Chi C & L, ICC No 732, grain and grain products from Chicago, Ill., Hammond, Ind., and other stations on Chi C & L to northern, eastern, western and southern points; effective Aug. 5.

Union Pac, corn, from Concordia, Kan., to Emporia, 94c; to Burlington, Neosho Falls, Humboldt, Chanute, Erie, Walnut and Coffeyville, Kan., 10c; effective July 13.

N Y C & St L, Sup 1 to ICC No 2652, grain and grain products, from Chicago and Stony Island, Ill., and rate points to points in C F A territory; effective Aug. 2.

C St P M & O, corn, rye, oats, barley and speltz, and flaxseed, from Lake Elm, Lakeland Junction, Stillwater and Stillwater Junction, Minn., to Duluth, Minn., 5c; effective Aug. 12.

C Gt W, wheat, 12c; corn, oats, rye and barley, 11c, from St. Paul, South St. Paul, Minneapolis and Minnesota Transfer, Minn. (when from beyond), to Kansas City, St. Joseph, Mo., Leavenworth and Kansas City, Kan.; effective Aug. 9.

C B & Q, Sup 1 to ICC No 9560, wheat, barley, corn, oats, kafir corn, rye and speltz, cancel rates from East Burlington, Ill. (when from beyond), to Louisville, Ky., and New Albany, Ind.; combination of locals will apply; effective Aug. 5.

S W Trf Com, Sup 2 to ICC No 593, grain, grain products, seeds, hay and straw, from points in Arkansas, Colorado, Illinois, Kansas, Kentucky, Louisiana, Missouri, Nebraska, New Mexico, Tennessee and Wyoming to points in Texas; effective Aug. 16.

C St P M & O, ICC No 3555, wheat, seed and coarse grain, from St. Paul, Minneapolis, Minnesota Transfer, Duluth, Minn., Superior, Superior East End and Itasca, Wis. (applying on shipments originating north and west thereof), to stations in Missouri and Illinois; effective Aug. 5.

C B & Q, barley, elevator dust, grain screenings, oat clips, corn, flour mill refuse, oats and rye, from La Crosse, Wis., Minneapolis, Minnesota Transfer, St. Paul and Winona, Minn. (applying only on shipments originating beyond), to Mobile, Ala., and New Orleans, La., 22½c; effective Aug. 10.

C I & L, grain and grain products, from stations in Illinois and Indiana and stations on C I & L to New York, Philadelphia, Baltimore, Boston and all other eastern points reached via Central States Deep Fast Freight Line and Ill. to Missouri River points, \$1.71; from East Hannibal, Ill., to Des Moines, Ia., \$1.52½, and Missouri River points, \$1.26 per net ton; effective Aug. 10.

C M & St P, Sup 8 to ICC No A6196, flour, wheat, rye, oats, barley, corn and millstuffs, from points in Illinois and Wisconsin to Mason, Mills, Hubbell and Lake Linden, Mich.; effective, state, July 11; interstate, Aug. 1.

C & O, Sup 5 to ICC No 4423, grain and grain products, from stations on C & O, Charleston, W. Va., to Cincinnati, O., inclusive, and Strait Creek Junction, Ky., to Louisville, Ky., inclusive, and Jeffersonville and New Albany, Ind., to stations on C & O in Virginia and West Virginia and eastern and Virginia cities; effective Aug. 1.

Sou Ind, ICC No 643, grain, from stations in Illinois and Indiana to points in Ohio, Indiana and Kentucky; effective Sept. 1.

St Joe & G I, ICC No A335, grain, grain products and seeds, from stations on St J & G I to St Louis, Mo., Peoria, Chicago, Ill., and St. Paul, Minn.; effective Aug. 20.

Sou Ind, ICC No 641, grain, C L from points in Indiana to Indianapolis, Jeffersonville, New Albany, Ind., and Louisville, Ky.; effective Aug. 18.

C B & Q, Sup 8 to ICC No 8873, grain and grain products, from points on C B & Q and connections to Atlantic seaboard and interior points, also to points in Canada; effective Aug. 16.

Wabash, ICC No 2000, grain and grain products, from Black Rock, Buffalo, Niagara Falls, N. Y., Niagara Falls, Ont., and Suspension Bridge, N. Y., to points in C F A territory; effective Aug. 19.

C C C & St L, ICC No 4888, grain and grain products, from stations on C C C & St L and Cin Nor to points in C F A territory; effective, state, July 28; interstate, Aug. 18.

Minn & St L, ICC No 2108, barley, bran, chops (except wheat chops), corn, cornmeal, grits, hominy, mill feed, oats, rye and shorts, from Port Dodge, Ia., to New Orleans, La., 25½c; effective Aug. 20.

C C C & St L, Sup 10 to ICC No 4524, grain and grain products, from Bloomington, Chicago, East St. Louis, Peoria, Pekin, Ill., St. Louis, Mo., and rate points to points in C F A territory; effective Aug. 18.

EXPORT.

W & L E, ICC No 766, grain and grain products, from stations on W & L E to eastern seaboard cities, for export; effective Aug. 11.

Vandalia, Sup 1 to ICC No 2335, grain and grain products, from St. Louis, Mo., and stations on Vandalia to eastern seaboard points for export; effective Aug. 15.

C B & Q, flour (corn or wheat), from Duluth, Minn., to Mobile, Ala., New Orleans, Port Chalmette, La., and Pensacola, Fla., shipside (for export), 194c; effective Aug. 15.

D T & I, Sup 14 to ICC No 1010, grain and grain products, from stations on D T & I and connections to points in Massachusetts, New York, Maine, Province of Quebec, New Brunswick, Pennsylvania, Maryland and Virginia (for export); effective Aug. 15.

Can Pac, ICC No E859, grain (export), from Fort William, Port Arthur, Ont., to Boston, Boston Junction, Mystic Wharf, Mass., 25c; effective Aug. 17.

ELEVATION AND TRANSIT.

P C C & St L, ICC No P153, grain, rules governing recognition through elevators at Cincinnati, O.; effective Aug. 7.

L & N, ICC No A10656, A10657, rules governing reshipping at Louisville, Ky., of wheat drawn from L & N and Frankfort & Cincinnati Ry stations to Nashville, Tenn.; effective Aug. 10.

St L K C & C, Sup 1 ICC No 21, cancel elevator allowance at St. Louis, Mo.; for rates see C R I & P Tariff 18400A, ICC C552; effective Aug. 10.

L & N, ICC No A10663, A10661, A10665, A10669, 10660, grain, reshipping, shelling and milling in transit at Nashville, Tenn.; effective Aug. 12.

B & O, ICC No 8598, grain, stopped off at Sherwood, O., for cleaning free; effective, state, Aug. 2; interstate, Aug. 21.

Mich Cent, ICC No 3711, grain, inspection, weighing, cleaning, clipping, sacking, grading, mixing or transfer at Joliet, Matheson, Kensington, Ill., and South Bend, Ind.; effective Aug. 20.

L & N, ICC No A10675, milling in transit at Nashville, Tenn., of grain and alfalfa chops drawn from or through Evansville, Ind., or Henderson, Ky., for manufacture of poultry and dairy food, to points in southeastern territory; effective Aug. 18.

Genesee & Wyo, ICC No E22, rules governing allowance for grain doors furnished by shippers on shipments of grain or other bulk freight; effective Aug. 15.

Gt Nor, ICC No 3043, cleaning of grain in transit at Willmar, Minn., from stations on Gt Nor in Iowa, Minnesota and South Dakota; effective Aug. 15.

Joint Rate Inspection Bureau, ICC No 24, rules governing joint transit privileges at Peoria and Pekin, Ill., district points on transit grain; effective Aug. 16.

Tenn Cent, Sup 6 to ICC No A82, rules and regulations governing elevation, drayage, switching and transfer charges on grain between stations in Tennessee; effective Aug. 10.

Sou Ry, ICC No A2864, rules governing reshipment of corn, wheat and oats, from Louisville, Ky., and New Albany, Ind., when originating at Sou Ry (St. Louis division stations) to southeastern and Carolina points; effective Aug. 15.

K C Sou, ICC No 2566, rules and regulations governing recognition and milling in transit of grain and grain products at Neosho, Mo., when destined beyond to stations on connecting lines; effective Aug. 5.

L & N, ICC No A10645, reshipping and milling in transit at Nashville, Tenn., of grain, hay or milled products of grain drawn from or through Louisville, Ky., Evansville, Ind., Memphis, Tenn., or from Henderson, Owensboro (proper), to Carolina territories; effective Aug. 5.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

CUSTOMARY STORAGE CHARGES.

Grain Dealers Journal: What charges are customary with elevators when they store a farmer's grain?—Granite Grain Co., Granite, Okla.

HOW TO RECOVER FOR GRAIN DOOR LUMBER?

Grain Dealers Journal: The Missouri Pacific Railroad Co. refuses to reimburse us for the expense we have been put to in providing lumber and material for grain doors for cars we have loaded. Have any shippers succeeded in collecting for such lumber from this company?—A. B.

Ans.—A Nebraska shipper, A. A. Robertson of Cook, Neb., got judgment against the Missouri Pacific for grain door lumber in the county court of Johnson County. Other shippers have applied to the Interstate Commerce Commission for reparation and succeeded in having awards made against the Missouri Pacific for their expense in supplying grain doors; among them being the Terminal Elevator Co., of East St. Louis, Ill., Advance Elevator Co., St. Louis, and Victoria Flour Mills, of St. Louis.

FAILURE TO ATTACH CERTIFICATE—DO DESTINATION WEIGHTS GOVERN?

Grain Dealers Journal: In regard to the custom or common usage in other markets I would like opinions by other dealers on the following contract.

"Jones sells to Williams a car of corn on their weights, Jones fails to attach to his draft any weight except the invoice; Williams pays the draft, sells the car to another party, the third party weighs car short; Williams makes claim on Jones for the shortage, naming his only reason as Jones did not attach any certificate of weight; and that, therefore, he is responsible for destination weight; Jones then advises that certificate of weight was the same as invoice and agrees to furnish the same; Williams refuses and demands that destination terms govern."

Has any similar case been appealed?—John A. Mugg, Fort Worth, Tex.

Ans.: If Williams was not satisfied with Jones' statement as to weights in the invoice, his time to have objected was prior to payment of draft. We believe that by paying draft he waived his right to stick out on such a trifling technicality. Because Jones neglected to include a certificate of weight with draft, in no wise changes the conditions of the contract which Jones has expressed a willingness to fulfill to the letter, as demanded by Williams. We are not sure but what an arbitration committee would hold that Jones had already done so in stipulating the weight in invoice. Williams' demand is unreasonable and untenable.

ADDRESS OF MANUFACTURER OF BARLEY COOKER?

Grain Dealers Journal: Where can we procure a barley cooker? This is a device used in the western country to steam barley preparatory to rolling for feed.—Pioneer Grain & Elevator Co., Boise, Ida.

WHAT IS USUAL CHARGE FOR SHELLING IN TRANSIT?

Grain Dealers Journal: We would consider it a great favor if grain men who have had experience, would kindly inform us what is the customary charge for transferring and shelling corn in transit.—N. V.

HOW TO RECOVER FOR SHORTAGE?

Grain Dealers Journal: We notice inquiry on page 39 of the Journal for July 10 if there is any way to collect a claim for shortage in weights when cars are forwarded and arrive at destination in good repair, and in reply the inquirer is referred to the Illinois law.

Suppose the same conditions existed on interstate shipments of grain and that cars were not only forwarded and received in good repair, but also with original seals intact, would it be possible to collect claim for shortage from the railroad company?

What effect would the conditions carried in section one of the uniform B/L have on the proposition?—Midland Mill & Elevator Co., Muskogee, Okla.

CARRIER MUST DELIVER ALL GRAIN RECEIVED.

Grain Dealers Journal: Referring to your favor of July 21st as to my opinion on the query of Midland Mill & Eltr. Co., as to what effect the conditions carried in Section 1 of the Uniform Bill of Lading have upon the settlement of a claim for loss on account of shortage in weight when an Interstate shipment of grain arrives at destination with the car in apparent good condition and with the original seals intact:

I beg to say that the particular portion of Sec. 1 of the bill of lading rule referred to, I understand to be as follows:

"No carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the act of God, the public enemy, quarantine, the authority of law, or the act or default of the shipper or owner, or for differences in weights of grain, seed, or other commodities, caused by natural shrinkage or discrepancies in elevator weights."

The obligation rests upon the carrier to deliver an amount of grain equal to that received for transportation at the point of shipment, and the carrier by inserting the above clause in its bill of lading does not relieve itself from its legal obligation so to do.

The Interstate Act, Section 15, Paragraph 1, empowers the Commission to determine and prescribe what regulations and practice in respect to the transportation of property is just, fair and reasonable, and any provision in a bill of lading that is shown to be unjust and unreasonable cannot be enforced.

Section 20, Paragraph 11, of the Interstate Act says that:

"Any common carrier, railroad or transportation company receiving property for transportation from a point in one state to a point in another state, shall issue a receipt or bill of lading therefor and shall be liable to the lawful holder thereof for any

loss, damage or injury to such property caused by it, or by any common carrier, railroad or transportation company to which the property may be delivered, or over whose line or lines such property may pass, and no contract, receipt, rule or regulation shall exempt such common carrier, railroad or transportation company from the liability hereby imposed."

The insertion of, unreasonable provisions in bills of lading by the carrier are without any standing in law, and, this is true regardless of whether the shipper signs the bill of lading or not, as such signature is attached under duress, as the bill of lading is the only instrument offered by the carrier under the conditions of which it will transport the property; hence the contract into which the shipper is forced and under which he is compelled to tender his property for transportation, or pay a higher rate for releasing the carrier from its responsibility under the common law, is involuntary and has no legal standing.

A claim for shortage of grain arising under the above provisions in a bill of lading must be treated on its merits and the loss, if any, in transit is a question of fact. If the shipper can show that he loaded a certain amount of grain in the car, he is entitled to an equal amount of grain to be delivered to him or his order at destination. He does not have to show that there was no loss in transit, but the burden of proof is upon the carrier to show that such grain was not loaded in the car.

It is the duty of the carrier to ascertain the correct weights of property tendered for transportation and to assess its legally published rate thereon. The carrier has the opportunity to ascertain the correct weight at the point of shipment of property tendered for transportation. If the carrier fails to weigh the property and elects to accept the terminal weights on grain, this practice in nowise vitiates a claim on the part of the shipper to have delivered at destination the same amount of grain which he loaded into the car at point of shipment.

Much has been said and written about the so-called "natural shrinkage" of grain in transit. There is no such thing as shrinkage in weight caused by evaporation, or at least if there is, the shrinkage would be of such unappreciable amount that it could not be determined, and it is a fact that if there could be any material shrinkage from such cause there would be a like increase in weight, because any substance that will evaporate moisture will likewise accumulate it.

The shrinkage, if any, in the transportation of grain arises from the failure to wholly remove the grain from the car at destination and such slight shrinkage as might arise from the loss of dust and like particles of grain in unloading, but this is such a minute quantity as to be hardly calculable.

As to the discrepancies in elevator weights, there can be no discrepancies in elevator weights if the Hopper Scales in each instance are balanced. It is apparent that two scales of the same balance must weigh equally.

My contention is that the carrier should treat claims for loss of grain in transit as they treat any other claim—that is, on the merits of the claim, based upon the facts in the case.

The efforts of the carriers to evade their responsibility for loss of property in transit by this provision of the bill of lading has no warrant in law or equity.—Yours very truly, W. M. Hopkins, Manager Transportation Department Board of Trade, Chicago, Ill.

DICTATION OF ROUTING BY INITIAL CARRIER?

Grain Dealers Journal: It has been stated that the Interstate Commerce Commission has ruled that the originating line need not respect the shipper's routing order providing the tariffs contain the rule "The rates named herein are subject to the absolute and qualified right of initial carrier to determine routing beyond its own line."

When and in what case was this ruling made?—Chickasha Milling Co., Chickasha, Okla.

Ans.: In May the Transcontinental Freight Bureau filed with the Interstate Commerce Commission Westbound Tariff No. 11, effective June 5, and known as I. C. C. No. 887, containing the foregoing rule. From its acceptance by the Commission this rule is supposed to have been legalized by the Commission. Doubting the right of the carrier to make such a rule the Commercial Club of Salt Lake City has filed a protest with the Interstate Commerce Commission. Until the Commission takes action the right of the carrier is controlled by Regulation No. 70, issued by the Commission Mar. 18, 1907, that

"In order to secure desired delivery to industries, plants or warehouses and avoid unnecessary terminal or switching charges, the shipper may direct as to terminal routing or delivery of shipments which are to go beyond the lines of initial carrier; and his instructions as to such terminal delivery must be observed in routing and billing such shipments. The carriers may not disregard the instructions of shippers as to intermediate routing, *except when tariff of initial line reserves the right to carrier to dictate intermediate routing. When such reservation is made in tariff, (1) where all-rail rates and rail and water rates are available the agent of the carrier must have the shipper designate which of the two he wishes to use; and (2) the agent must not route shipment via a route that will be more expensive to the shipper than the one desired by him, or that does not furnish substantially as good and expeditious service. If carrier is not willing to observe the intermediate routing instructions of shipper it must not execute B/L containing such routing. Carriers will be held responsible for routing shown in B/L.*"

Thus, even when carrier has reserved the right to route shipment it can not dictate a route that does not furnish as good and expeditious service as the one desired by shipper. The choice of intermediate and terminal routing is so in-

dispensable to shippers that other railroads are not likely to copy this attempt by the Transcontinental Freight Bureau to dictate routing solely in the interest of carrier.

"SPECULATION AND FARM PRICES"?

Grain Dealers Journal: Where and how can I get a copy of the Cyclopaedia of American Agriculture containing the article on "Speculation and Farm Prices" referred to on Page 39 of the Grain Dealers Journal in the report of the Hughes Investigating Committee.—W. S. Finton, Appleton, Wis.

Ans.:—The article "Speculation and Farm Prices" consists of about 1,200 words, by John Franklin Crowell, on pages 243-244-245 of Vol. 4 of the Cyclopaedia of American Agriculture edited by L. H. Bailey and published by the McMillan Co., New York, in four volumes; price, we believe, \$4.50 per volume. This cyclopaedia is an up-to-date work, published in 1909, and all its articles are very carefully prepared by men of the highest standing.

TRADE RULES ON SETTLEMENT FOR MISGRADE?

Grain Dealers Journal: What are the trade rules for handling the following proposition:

A sells B a carload of No. 2 white oats. B in turn sells the car to C. Upon arrival at destination car is refused by C, claiming oats not up to grade. A demands an official inspection which results in the oats grading Standard, test 32½ pounds.

The market is declining rapidly and B wires C for best terms at which car can be disposed of and receives reply that car can be sold at a loss of 4c per bushel. B notifies A and A says go ahead and close the matter up and he will settle the difference later, whereupon B wires C to accept 4c difference and ask for privilege of furnishing car 2 white on original sale. This is declined on account of the time limit. B settles with C at 4c and makes claim on A.

A refuses to pay his 4c per bushel and offers to settle at market difference between Standard and 2 white, or will pay 1c per bushel.

Will readers of the Grain Dealers Journal please give us their opinion in the columns of the Journal?—The Henry W. Carr Co., Saginaw, Mich.

I always watch the mail for the Grain Dealers Journal.—Chas. Cooper, agt. Farmers Union Grain Co., Pratt, Kan.

Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

A DUPLICATING SCALE CERTIFICATE.

Grain Dealers Journal: I note that you are publishing different forms used by grain dealers in recording different business transactions. While I would condemn some of the forms, others are excellent. Herewith please find a Duplicating Scale Certificate, which we use and find very satisfactory.—F. & S., Elk Point, S. Dak.

LEGAL NOTICE OF CAR SERVICE CHARGE REQUIRED IN OHIO.

Grain Dealers Journal: The car service ass'n covering this territory is claiming car service from me on several cars that came in loaded with freight and also on one or two that I loaded out with grain.

My agent gave me no notice in writing that there would be car service after a certain length of time, nor even told me that any car service was accruing, and I knew nothing about the charges until some time after the cars were unloaded and the loaded cars went out.

The car service rules of Ohio state that the railroad company shall give legal notice, actual or constructive, but I did not get a thing from the agent, so I think I can not be compelled to pay the car service that is claimed. What is the opinion of other Ohio dealers?—D. R. Risser, Vaughnsville, O.

Exports.

Broom corn valued at \$278,895 was exported during the 11 months prior to June 1; against \$245,673 worth during the corresponding months of 1907-8.

Malt amounting to 154,773 bus. was exported during the 11 months prior to June 1; against 210,794 bus. during the corresponding period of 1907-8.

Buckwheat amounting to 178,268 bus. was exported during the 11 months prior to June 1; against 116,127 bus. exported during the corresponding period of 1907-8.

Certificate of Weight

At the Fields & Slaughter Co. Elevator

Elk Point, South Dakota

ON AVERY AUTOMATIC SCALES

Car No.	Initials	Draft	Pounds each	Total weight

Agent

Meeting of Grain Dealers at Des Moines, Iowa

The annual meeting of the Western Grain Dealers' Ass'n was called to order in the parlors of the Chamberlain Hotel, Des Moines, July 14, at 10:35 a. m. by Pres. J. A. Tiedeman, who read the following address:

The President's Address.

It is not my purpose to go into any long, detailed talk but perhaps a few words as to the general work of our Association will be in order. We are holding the first Annual Meeting of the Western Grain Dealers Ass'n and the ninth annual meeting since an association was organized in Iowa.

When the Iowa Ass'n was first organized, the work was much less than it is now. As time has gone by many questions have come up, which gradually widened the scope of our work, so that now we have the Ass'n working on a big, broad basis. The questions that daily come up are of such importance and the labor of working them out is so great, that it is almost more than one man can do. Therefore, about a year ago, it was suggested that in order to relieve the secretary of a part of this burden, and also that questions be classified under certain heads, that some of this work be delegated to various committees to be appointed from the membership of the Ass'n.

Acting upon that suggestion, committees on Arbitration, Legislation, Transportation, Scale Inspection, Terminal Markets and Grain Improvement were duly appointed.

I sometimes wonder whether we shippers realize and appreciate the value of being organized into a strong commercial body, working to gain benefits that go to the profit of the whole grain trade. Do we realize that as an Ass'n we have been the large factor in eliminating bad methods and abuses in terminal markets? Before this Ass'n was organized there was no such thing in some markets as terminal supervision of weights. No Tecton kept of car seals; railroad yards were not policed, nor were the terminal houses very particular as to sweeping the grain from the cars, when unloading. These are a few of the benefits we have been able to gain by working through an Ass'n. It is quite doubtful as to whether the individual shipper would have had so much as a respectable hearing, if he had complained as to the bad methods that formerly existed in various terminal markets.

Freight Claims: A great deal has been done and a lot accomplished in the matter of freight claims. The Ass'n is not a collection bureau and must not be taken as such, yet, at the same time, it does not get the credit of doing as for this work. It has taught many shippers how to make a claim and as to what claim is just and honest and should be paid. At the same time, the railroad companies, have also changed their manner of handling grain claims. Claims for leakage in transit, loss in value on account of delay are now good. Ten years ago it was doubtful as to whether they would be paid. In fact, it is getting popular with the railroads to pay all honest claims promptly.

The meeting of the claim agents of several railroads with us at our last annual meeting, no doubt was one of the best things ever done, to bring the two interests to understand one another better.

We appointed a Committee on Arbitration, but so far they have had no work to do. They have had an easy life. What few complaints did come up never got so far as the committee, having been quickly adjusted by the Secretary. The fact that we have had no cases for Arbitration speaks exceedingly well of the shipper.

In the matter of scale inspection, we have made wonderful progress. When this department was first organized, it found different country scales in all sorts of conditions. The work of this department takes time and work to keep it running in proper shape.

The best thing that I can say for the department is that I wish the Inspector had the time to get around and inspect our scales in the spring and fall, instead of only once a year. I think it is one of the best and cheapest investments that we have. Even tho the scales are weigh-

ing all right when the inspector comes, it is a great pleasure to know that your scales are correct and that your weights are honest to the producer as well as yourself.

Improvement of Crops: For some time we have been taking an active interest in the improvement of grain crops. The history of what we have done in awakening interest in the improvement of the corn crop is so well known that it is not necessary for me to repeat it.

During the last year we have done considerable work in boosting for better oats. At the National Corn Exposition, at Omaha last fall, one afternoon on the program was set aside as Grain Dealers Day, under the auspices of our Ass'n.

We had a good live program and it was given close attention, by a very large crowd, till the very end. I have no doubt that a great deal of good resulted from this meeting.

During this spring we repeated the special train idea, and seed oats specials were run on three of the railroads of this state. From statements that have come to me personally, I am satisfied that they accomplished their object, and that in a short time we will begin to see results.

The monthly crop and stock report published by the Secretary every month you are all familiar with. You all do your share towards making that a success. I have no hesitancy in saying that it is one of the best, in fact, I think I can safely say, that best crop and stock report that is published in the state of Iowa.

The work of getting up the crop report and the work of publishing and disseminating information among the members by our monthly circular letters and bulletins is no small task.

The general correspondence of the Secretary's office in itself is large, as it keeps an open door for any matter that the members may want to put to the Secretary.

It is a fact that we never write about anything that we know about, but rather about something that we do not care to dig out or have not the data at hand to look up. Propositions that are put to that office are always difficult to answer and it requires a great deal of effort to make a showing.

A greater portion of the membership, I find, appreciate and know as to the benefits that they get by being organized into an Ass'n, doing business on a basis as conducted by us. They know that if they were not organized they would have no standing on complaints in terminal markets, that railroads would be inclined to be more indifferent, that we could not get out a crop report that is of immense value to every grain dealer.

The benefits are many, and as I said before, go to the members of this Ass'n.

In this state are a number of individual dealers as well as a few line companies, who are not members of our Ass'n. In as much as they are getting many of the benefits as a direct result of this Ass'n's work, it would seem that they would be inclined to want to put their shoulder to the wheel. That they are not members of this Ass'n is not exactly to be regretted, but is rather their misfortune and to their discredit.

Sec'y Geo. A. Wells read the following report:

Secretary's Report.

This is the ninth anniversary of this Ass'n and also of my term of service as Secretary. It has been the policy of the Ass'n during the past year to place more responsibility upon standing committees than has been customary heretofore, and to that end the following committees were appointed by the President, viz.: Arbitration, Legislation, Transportation, Scale Inspection, Terminal Markets, Grain Improvements.

The reports of these Committees will suggest in a general way the different matters that have been given more or less attention by your Secretary in correspondence and otherwise, and it is therefore not necessary for me to make a report covering such matters.

I would suggest, that these committees be given more special recognition in our by-laws and power to act without the necessity of the approval of the Ass'n.

Membership: During the past year we have received about sixty-five new members, and have lost about the same number, leaving us in good standing about 510 members.

The work of soliciting members has been entirely neglected during the past year with the exception of a occasional circular letter owing to the fact that there has been so much other work to attend to. There are about one hundred individual grain dealers, in this state, besides several large line elevator companies who do not give this Ass'n support, either morally or financially.

We receive numerous requests from terminal market dealers for lists of grain dealers, who are actually members of this Ass'n, advising that they prefer to do business with our members, for the reason that they find as a general proposition a grain dealer who is a member of the Western Grain Dealers Ass'n is most likely to be fair and square in his dealings, and I believe that such a list should be published and distributed among the dealers in terminal markets. I believe the position that has always been taken by this Ass'n on Arbitration has resulted in the sentiment suggested.

Your Secretary's office keeps open door to the members on any proposition pertaining to the grain business, as the members of this Ass'n well know, with the result that there is a large and continuous correspondence regarding matters of discussion of all kinds. The responsibility of all matters of course often difficult to solve, and it should not be expected that your Secretary can always make a showing, but you should bear in mind that the cases in which he fails to make a showing probably require more hard work than some of those in which he does.

In the matter of freight claims, we have a continuous struggle to hold the lines of right and justice on general principles as between the shippers and the railroad companies, and unfortunately for your Secretary and the Ass'n, there are very few members who are in a position to know the character and actual results of this work.

Not very long ago, the manager of a certain line elevator company, who is not a member of this Ass'n, was telling me how successful he was in handling freight claims, and he cited a particular claim that he had collected without any trouble. The fact was that claim involved a certain general question that had previously been adjusted with the Claim Department by this Ass'n, and as you no doubt understand, that under the Interstate Commerce Law, a railroad company cannot discriminate as between shippers, when a railroad company is induced to adopt a certain rule or policy by this Ass'n, all grain shippers receive the benefits, whether the claimant be a member of this Ass'n, or a farmer who loads and ships his own grain.

It is a fact that there is a tendency on the part of a few of our members to make claims against the railroad companies for unreasonably small amounts. This is hardly businesslike or consistent, and simply results in establishing technical ideas that are not in my opinion for the best interests of either the grain dealers or the railroads.

The routine work of the Secretary's office may be of interest to members.

Up until Jan. 1, 1909, the work of both the Western Grain Dealers Ass'n and the West Grain Dealers Mutual Fire Insurance Ass'n was entirely done by your Secretary with one assistant and the scale inspector who also inspected insurance risks.

In addition to the regular work of the Grain Dealers Ass'n, we have written about one million dollars of insurance during the year.

Our scale inspection work requires considerable correspondence, care and attention on the part of the Secretary. It costs about ten dollars per day to keep the scale inspector going, and it is quite a problem some times to make ends meet. Some of the dealers do not seem to understand that it is necessary for us to inspect about three scales per day to make expenses or that it is necessary to have general support and patronage to make the necessary aggregate earnings to cover the annual expense of this work.

We undertake to give our members by circular mail as much special information pertinent to their business as possible besides compiling monthly reports on crops, stocks of grain, etc.

I believe that this Ass'n gives its members a service that is worth much more than the small cost of the annual dues, and yet it is sometimes amusing to note

a disposition on the part of a member to economize in this regard.

Upon motion the Secy's Report was adopted.

President Tiedeman appointed as a Com'te on Resolutions, J. A. King, J. W. Radford and M. E. De Wolfe.

Com'te on Nominations: G. A. Stibbens, G. L. Graham and B. C. Hemphill.

Treasurer Wells read his financial report and President Tiedeman appointed as an auditing com'te Julius Kunz, I. L. Patton and Oscar C. White.

G. A. Stibbens read the report of the com'te on Terminal Markets, first explaining that the other members of the com'te had not participated in the compilation of the report.

Report of Terminal Market Committee.

Your committee, after careful consideration in regard to interest charges on advances by terminal dealers has come to the conclusion the charges are just, if the grain is promptly unloaded.

During times of congestion, railroads are frequently requested to hold cars back by the elevator operators because they are not in position to unload them, therefore country shippers are compelled to pay interest for a longer period than they should, and we recommend that in cases of this kind that interest cease when elevator people have the grain held back to accommodate them.

We find that the rules of the various markets are all about the same, that interest must be charged from date of advance to time of unloading, all of which we believe is legitimate except as stated above.

Commission Merchant Acting as Both Principal and Agent: In order to give you an idea as to the custom prevailing in regard to this matter, I will read the rules of the various exchanges:

St. Louis: "We have no rule governing the question of commission merchants taking to account a shipment of grain assigned to them."

Milwaukee: "I beg to reply to your

favor of the 24th inst. by advising you that there is no rule of this exchange bearing upon buying by a commission merchant of grain which has been consigned to him, and such a practice is not regarded with favor by the commission men of this market."

Kansas City: "Sec. 3. No member of this Ass'n is allowed under any circumstances to be both principal and agent in any transaction in any of the commodities dealt in under the rules of this Board. Furthermore, no member of this Ass'n, in any transaction in any of the commodities dealt in under the rules of this Board, shall allow himself, directly or indirectly either by his own act or by the act of an employee, or of a broker or other member of the Ass'n to be placed in the position of agent for both seller and buyer."

Minneapolis: "The rules of the Chamber of Commerce do not permit a commission merchant to act as both agent and principal, nor do the rules of any Grain Exchange so far as we know. The general law of the land governing the relation of principal and agent absolutely forbid this, and we do not believe that any Grain Exchange or any organization could pass a by-law permitting this, which would be of any effect. If a car of grain is consigned to a commission merchant to be sold by him to the highest bidder, and he should purchase the same himself, without the knowledge of the shipper, we believe that the shipper could repudiate the sale even though the price paid was higher than the market price."

Omaha Grain Exchange: Referring to your letter of June 24th regarding our rules in regard to commission merchants acting as both principal and agent in the sales of cash grain in this market, beg to refer you to a rule recently adopted by this Exchange, which reads as follows: "Any member who, or whose firm or corporation, shall be convicted by the Board of Directors of a violation of the provision of this rule, or of any evasion thereof by making rebates in prices, by making any contract or observing any contract already made; by furnishing a membership in this Exchange; by giving any bonus, gift, donation or otherwise; or who shall purchase, or offer to purchase, any grain, seeds, provisions, or other commodities, consigned to him, them, or it, for sale; or shall render any other service or concession, whatsoever, with the intent to evade in any

way, directly or indirectly, the regular rates of commission or brokerage established by the foregoing rules shall be fined \$50 for the first offense and \$500 for each subsequent offense. Provided, that free telegraphic communication shall not be construed as a violation of this rule."

Chicago Board of Trade: "Sec. 11. No member of this Ass'n is allowed under any circumstances to be both principal and agent in any transaction in any of the commodities dealt in under the rules of this Board. Furthermore, no member of this Ass'n in any transaction in any of the commodities or indirectly, either by his own act or by the act of an employee or of a broker or other member of the Ass'n, to be placed in the position of agent for both seller and buyer."

This section shall not apply in case of exchange of cash property.

Sec. 12. Upon the conviction by the Board of Directors of any member of the Ass'n, firm or corporation of the violation of Sections 10 and 11 of this rule, he or they shall be suspended from all the privileges of the Ass'n for a period of not less than one year, and for a second offense shall be expelled."

From the reading of the rules of the different Exchanges on this subject, we find that some have stringent restrictions against a commission merchant acting as principal and agent, others have no rules covering the matter.

It would seem good business ethics for the markets that have no control over their members, in regard to receiving a consignment and selling it to themselves, to get busy and amend their by-laws so as to make it impossible for any one to carry out a transaction of this character, of which, to say the least, looks very unbusiness-like and has a tendency to create suspicion on the part of the country shippers.

We understand that some markets now having rules preventing the practice of a firm acting as both principal and agent, have some members who are opposed to the regulation and are trying to create a sentiment that will eventually bring about a repeal of the rules.

We recommend that this association make an investigation of the custom of markets that have no rules covering this subject.

Reinspection: We now present to you, the rules of the different Exchanges in regard to Reinspection of grain:



Some of the Dealers who Attended Des Moines Meeting July 14.

St. Louis Merchants' Exchange: Our rule about accepting or rejecting a purchase is as follows: "Whenever grain in bulk or in sacks is sold for cash by sample subject to the inspection of the purchaser, the purchaser must accept or reject same by or before 11 o'clock A. M. of the business day next succeeding the day of sale. In case the purchaser does not notify the seller by 11 A. M. of the next business day to the contrary, it shall be understood that the property is accepted grain thus sold by sample must be paid for upon presentation of the bill with proper certificates of weights attached."

I suppose the seller might make a special contract with the purchaser allowing him a longer time to reject a purchase if he chooses to do so, but I do not think it is the custom but might be the exception.

Milwaukee Chamber of Commerce: Regarding your second question—there is no custom here by which the seller enters into a special contract with the buyer permitting the buyer to reject the grain for an indefinite time. There is no time limit by rule within which acceptance must be made, but grain is ordinarily unloaded within a few days, especially where it goes to one of the public elevators, and reinspection may be called for before car is unloaded.

Kansas City Board of Trade: "Sec. 11. Unless otherwise agreed, purchasers of commodities sold in car lots upon the open Board during trading hours upon which samples are exposed shall be deemed to have purchased by sample and grade, and the purchaser of commodities bought of members may have the cars tendered as a delivery upon such contracts, sampled by an official sampler.

"If such sample shall appear to the purchaser to be of an inferior quality to that of the sample and grade upon which the purchase was made, the purchaser may notify the seller thereof and reject the car by one o'clock P. M. of the next succeeding business day, and the purchase shall be adjusted as provided hereinafter. But if the rejection is not so made, the purchase shall be construed to be agreed to by both parties and be final. Provided, always, that if the car, on account of loading, or if for any other cause the sampler cannot make proper sample (and the certificate of the sampler to that effect shall be proof sufficient), and the purchaser shall so notify the seller by one o'clock P. M. of the next succeeding day the time of sampling and rejection shall then extend to such time as proper sampling can be made, provided the car remains within the jurisdiction of this Board.

"Provided, further, that any charges accruing on account of inability to secure such sample shall be paid by the seller. If such car is shipped beyond the jurisdiction of this Board before such sample is secured, it shall be construed that the purchaser waives the right to sampling and rejection.

"In all cases of rejection, either buyer or seller may call for reinspection, and the purchase and sale, except on grain to arrive or grain to be delivered from Kansas City elevators, shall be completed on the basis of the reinspection at a price conforming to the average market difference between the original sample and grade and the sample and grade on reinspection unless otherwise agreed.

"Provided, that 'Plugging' a car shall be evidence of fraud and operate to except such car from the privileges of this rule.

"Provided, further, that purchasers of grain to arrive or grain to be delivered from elevators shall, unless otherwise agreed, receive in fulfillment of such contracts only the grade purchased."

Minneapolis Chamber of Commerce: "In regard to your second question as to the right of the buyer to accept or reject the purchase. We might state that when a car of grain is sold on our exchange floor, the buyer has the privilege of rejecting the sale except that all purchases are made subject to the right of reinspection, and if as a result of the reinspection the grade is lowered, then the buyer may refuse the car.

"Where grain is loaded out of terminal elevators or sales for future delivery, the buyer must give notice for reinspection or appeal on all grain and seeds inspected out by 3:00 P. M. on the same day the grain is loaded out.

"Where sales of grain are delivered on track, notice of intention to call reinspection must be given by the seller within 48 hours from the time of sale.

"Where grain is bought delivered at terminal elevators or mills, the terminal or mill may call for reinspection at any time before the car is loaded. The above,

of course, is subject to the rule which provides that certain lines of action, such as recording the car shall constitute the final acceptance and deprive the buyer of the right to call for inspection.

"Should a car be returned to mention as to special contract with the buyer, we might state that this simply means that all purchases of grain are subject to the right of the buyer to call for reinspection unless this right is specifically waived at the time of making the contract."

Omaha Grain Exchange: Page 46 of our Rules and Regulations reads as follows: "Track grain purchased and ordered for shipment must be rejected by 12 o'clock noon on the next business day; but if ordered to elevators, mills, warehouses or team track, must be rejected within 24 hours after arrival, as ordered. In all cases of rejection, either buyer or seller may call for reinspection, and the purchase and sale shall be completed on the basis of the re-inspection, at a price conforming to the average market difference of the two grades on the day of the original transaction, unless otherwise agreed; provided that plugging a car shall be evidence of fraud and except such car from the privilege of this rule."

Chicago Board of Trade: "Sec. 14. Whenever grain or mill feed is sold by sample, the purchaser must accept or reject such grain or mill feed by 11:00 A. M. of the business day next succeeding the day of purchase, and she have been impossible for an official Board of Trade sampler to sample such grain or mill feed within the time specified it shall be the duty of the purchaser to notify the seller by 11:00 A. M. of the business day next succeeding the day of purchase, and such grain or mill feed shall be sampled as soon as possible thereafter by the official grain sampler, and the purchaser must accept or reject such grain or mill feed immediately after the report of the official sampler is made.

"It shall be the duty of the seller to notify the buyer at the time of sale (or on arrival if sold to arrive) when grain is graded subject to approval, and upon such notification or upon the delivery of the official sample obtained by the buyer, it shall be the duty of the buyer to notify the seller of his intention to demand a clean certificate of inspection. When sales are made by sample and the official sampler reports car 'too full for thorough examination' it shall be the duty of the buyer to notify the seller of such fact before 11:00 o'clock A. M. of the business day next succeeding the day of purchase, and of his intention to re-examine such cars at time of unloading or transfer.

"Whenever grain, mill feed or seeds are sold to be switched or delivered to connecting lines, or when sold for shipment beyond Chicago, it shall be the duty of the seller to order such property in accordance with the written instructions from the buyer, within twenty-four hours after the receipt of such instructions—Sundays and holidays excepted. If the purchaser fails to provide by the close of the next business day after date of purchase such written instructions, then the property involved shall be at his risk in all particulars.

"In case the seller shall fail to order the property as hereinbefore provided, it shall be his duty to promptly notify the purchaser the next day of such neglect, and the purchaser may for such reason cancel the purchase; but such cancellation if made must be made immediately.

"On all property sold as hereinbefore provided a delivery by the railroad over which the property arrives, to the designated railroad shall be construed as a delivery, and the seller's responsibility for damages or loss on any account shall cease after delivery to such connecting line or railroad.

"Whenever grain, mill feed or seeds are sold to be switched or delivered or for shipment beyond Chicago, and after such sale has been made, it shall develop that the seller has failed to give the buyer unable to accept or handle the property tendered, it shall be the duty of the buyer upon receipt of request from the seller, to provide or nominate the name of a railroad which will receive such property; and upon failure of the buyer to provide such written instructions within 48 hours after notice has been given by the seller shall have the right to sell out for account of the purchaser all property so involved; and loss which accrues, shall be paid by the original purchaser of the property."

From the reading of the above, Reinspection, you will notice that most Exchanges, attempt to regulate the matter, but in such a way, that the buyer nearly always has the advantage. You will note that some of the rules, stipulate "unless otherwise agreed" and we find that it is

almost always otherwise agreed, for it seems that a majority of sales are made in such a manner, that the buyer has the privilege of calling for a reinspection, and as a rule, when the market declines a reinspection is called for, and in most instances when the grain is reinspected the grade is lowered, but if the market advances after the purchase is made, no reinspection is wanted.

We believe too many commission merchants are in the habit of selling consignments under special contract, giving the purchaser the right to call for reinspection at any time before unloading. We think this practice unfair to the country shippers and morally wrong.

We recommend that the Secretary of this association be instructed to take this question up with the different Exchanges with a view of having rules adopted that will be equally fair to the seller and the buyer.

TERMINAL MARKET CONDITIONS.

In a certain terminal market, you can find a cyclone fan at the bottom of the leg and one at the top in one elevator, in two other elevators there is a cyclone fan at the bottom of the leg in each house. Those of you who are familiar with these fans, can easily imagine what would happen when they are turned on while a car of light oats are being elevated.

When you take into consideration that these conditions exist in a market that supervises weights, you will naturally wonder why it is, that a Board of Directors will allow devices of this character to remain in public houses.

In another certain terminal market at an elevator where grain is unloaded, the grain is held in the pit with a slide, and released by a wheel operated by a man down stairs. The tallyman gets only what is sent to him. The cars are not swept clean. After unloading the cars are run out into the yard and a man is employed to resweep them and the grain is returned to the elevator but not added to the original weight.

At another elevator having a scale of 96,000 pounds capacity, the weigher weighed up 100,000 pounds, punched 96,000, removed the weights, then put on a 4,000 pound weight and punched that. This was done three times in the absence of the Grain Exchange tallyman, and he was not seen at any time taking a record of unit weights; however he did go out and punch tickets on the cars that were being unloaded; the weighing was done by the company weigher, taking a very strong up balance in every instance. The weights were removed to ascertain when grain was out, and on the receiving scales the balance was decidedly down and hung heavy on the trig loop. This house is certainly getting the best of it as the tallyman pays no attention to what is going on.

Another elevator has the Day Suction System, apparently working for all it's worth when grain is unloaded, and you unload and the dust collected goes to the dust house, but the grain is held in the machine and falls by its own weight to the floor, then the grain can be run over a cleaner and separated then used again. This is one thing the Day people claim for it, and that "enough grain can be saved to pay for its running."

Another elevator the Superintendent says he used to have orders to take as high as 1,500 pounds of grain from a single car, but now he says a shipper gets every pound the scales show.

Another elevator having a scale equipped with a type-registering beam, has a beam poised so badly worn that it is fastened together with heavy wire and kept it on the beam, also a scale having a long extension lever about two inches out of level, the lower lever at the beam is a multiplying lever angling to beam from the rear; the head of rear part of this lever rests in a hole broken in a nail keg and no attention is paid to it.

An elevator operator who does not smoke, says he must keep some cigars on hand, as it is necessary for him to stand in with the weigher and inspector, says he recently handled a car of oats that netted him over \$60.00; that had he not stood in with the inspector he would have been compelled to take the loss back in the house.

The last elevator we call your attention to, is one, where the weighing is done on the ground floor, while the grain being weighed is at the top of the elevator. The connection between the scales and the hopper is made by an iron rod. The grain is dumped into a pit from the car, and is elevated into the hopper. All the working of lever, etc., is done on the ground floor. When the car has been unloaded as much as possible with the steam shovels, the power is shut off, and the door from the pit to the leg is closed and all the grain swept

from the car into the pit; also that which is scattered around the pit. When the grain is all in the pit the weigher starts the leg and in this condition he takes the weights. On one car there was at least 5 bus. in the pit without the grain that was being elevated when the weights were taken. Immediately after he weighed the grain he opened the lever that lets the grain into the bin in the hopper and all this grain that was in the pit and in transit was run directly through the hopper to the bin without weights. The weigher is very careless in taking weights, punching the tickets first and making the book entry from it. The scales seem to be continually out of order, for after the first car has been weighed the scales would not balance, and he put some shot on one end. This seems to have been habitual, as the box that contained the lead was fastened on the wall in a convenient place near the scale. No seal records are taken on cars unloaded.

In conclusion, we desire to say that we have attempted to give you a brief outline of some of the abuses that should be investigated, and sufficient pressure brought to bear to remedy them. We believe that every country shipper is entitled to the actual weight of his grain, but no more. The proper kind of weight supervision safeguards the interest of the shipper, but the kind of supervision we have called your attention to constitutes a farce and should be eliminated by drastic means if necessary.

REPLACING GRAIN DOOR BOARDS AFTER INSPECTION.

From personal observation, we can truthfully state that it has been the custom of a great many Inspection Departments, that when their track inspectors go into an inspection yard, the top boards are knocked off from over the doors on one side of the car and left laying on top of the grain loose.

We can better illustrate by telling you exactly how it is done: The Inspector's helper starts down a string of cars, breaks the seal with his iron bar, opens the door, and if boards are nailed over the door, making it a little inconvenient for the Inspector to gain access to the car, the helper knocks the top boards off, the Inspector then gets into the car, inspects the grain, tacks his card on the door, then gets down and passes to the next car, which receives like treatment, then the railroad employe closes the door and reseals it.

Please bear in mind that as a rule, after cars of grain are inspected, they must be moved from 10 to 40 miles in order to be delivered to elevators, team tracks or connecting lines, therefore all cars treated as above described are leaking over grain doors, and being moved, it is purely the fault of the inspectors. Some track inspectors may argue that country shippers should not board the doors so high, but I have frequently seen Inspectors' helpers knock off boards where there was no necessity for doing so.

In terminal markets, there are no one to three sets of grain samplers, some responsible to one body, and some to another for their actions, and by the time the inspectors, helpers and samplers get through with the cars it is quite difficult to determine where to place the blame for the mutilation of grain doors.

Some departments instruct their samplers to be careful with grain doors, but report to the railroad companies when unnecessarily damaged. We are unable to understand this sort of argument, as the railroads are in no way responsible for the destruction of grain doors, and it certainly is the duty of the inspectors and samplers to repair any damage done by them, and steps should be taken to compel them to do so.

Prof. H. G. Bell of the Farm Crops Dept. of the Iowa State Agricultural College spoke of the work of his dept. and of the Farmers Ass'n for the introduction of improved seed:

"We have 65 active and 60 associate members. We have made a specialty of learning where choice seed oats can be obtained and advised the farmers. We are striving to induce the farmers to set aside a strip of land for the development of their own seed.

"I am sending out a letter to the millers and grain dealers of the state soliciting membership and support and I hope you will give us your assistance."

A. O. Talbott, chairman of the Com'tee on Transportation, read the following report:

Report of the Transportation Committee.

Owing to the peculiar nature of a general grain business, the matter of transportation is a momentous question to all concerned; there is very little that a grain dealer is concerned in that is not more or less dependent upon transportation. In the territory covered by the Western Grain Dealers Ass'n the problem of transportation is solved entirely by Railroads; not having any means of transporting by water, our business must necessarily be handled by rail; hence, your Committee's dealings have been and will be with the railroads.

During the last few years our law makers have seen fit to undertake the regulation of commerce—in general—and the Railroads and shipping interests—in particular—and while the legislation may have benefited commercial conditions in a general way it is questionable whether the farmer is getting more for his grain today, as based on the market price at the terminal markets or the seaboard, than in the good old days of yore; and it is a fact beyond question that the ordinary country shipper knows considerably less about the probable cost of marketing a bushel of grain than he did before our Congressmen undertook to establish tariffs by law.

One of the first propositions to which our attention was called, was the matter of

Railroad Leases for Elevator Sites: We find that different Railroads have different rules regulating the granting of sites for elevators and that the Interstate Commerce Commission has made a few rulings as to side tracks, and that the several State Railroad Commissioners have taken a hand in the procuring of sites for different industries wishing to locate along Railroad tracks. As far as we have been advised the Railroads have shown no disposition to withhold elevator sites from legitimate grain dealers, but we find that along the same railroad, there is a great difference as to the rental charged for these sites, under practically the same conditions and in towns of the same population.

We believe and hold that a Railroad charging a grain firm anything more than a nominal rental for an elevator site is showing rank discrimination, for it is a fact known to all, that the Railroads furnish warehouses and loading facilities for all other kinds of freight shipped over their lines, and we believe that if the grain dealer furnishes his elevator or warehouse to accumulate grain for shipment, practically acting as a Railroad Agent in transportation matters, the railroad should be satisfied with the freight earnings, and anything more than that is unfair.

Natural Shrinkage: We have been presented with considerable argument as to the natural shrinkage of grain, many claiming that the moisture would evaporate from a car of grain while in transit, thereby causing considerable loss in weight. We presume that, technically speaking, there is some evaporation, but if the car in which grain is shipped is well coopered and the doors closed (making it practically airtight) we doubt if there are two hopper scales in existence which will register the shrinkage in pounds, if the grain remains cool and sweet. On grain inspecting No. 4 or better the evaporation from the small amount of grain exposed to the air in the top of a car would be infinitely small, and we would recommend in filing claims for shortage on the above grades of grain, that no deductions be made on account of "so-called" natural shrinkage.

Cars Repaired in Transit: Among the various claims against the Railroads presented for our consideration by the members of the Ass'n, we find many based on shortages, on which the papers have been returned marked "Car arrived under the original seals" and upon thoro investigation we find that the car had sprung a leak in transit; had been set out and repaired without removing the original seals, and with no leak apparent to the Inspector at its destination. Our legal adviser holds that it is incumbent upon a Railroad to prove that the car did not leak while in their possession, but, of course, this necessitates legal proceedings, which most grain dealers do not care to commence over a few dollars which they might recover for loss of grain. However, would advise that in this class of claims the Railroad Company be required to produce their train record, showing the handling of this car, and a close investigation by the shipper will generally develop the fact that the car has been in trouble. The simple fact that a claim has been returned marked "rejected" does not necessarily imply that the claim agent believes that it has no merit.

Leakage Through Car Doors: In Mar., 1909, there was presented to our Committee papers covering claim filed for grain

which leaked through a car door, and I will quote you an opinion written at that time:

"The matter of making claims on grain which has leaked through car doors has been under consideration several times, and after giving the matter a great deal of thought, we have finally come to these conclusions, viz: The railroad is in the transportation business and furnishes equipment for the transportation of grain. When the railroad furnishes this equipment, it is supposed to be in such condition and of such quality that they can guarantee it against break-down before it reaches destination and is delivered.

"Part of this equipment which the Railroad undertakes to furnish is car doors, which are often made of inferior lumber or even the very poorest culls are furnished, without even being nailed together or fastened in any manner.

"The railroad depends upon the shipper to use this poor material to put the car in condition to carry grain, relying on its Agents at point of origin and on trainmen during the transit of the car, to observe and, if necessary, repair cars that are found leaking or in any way disabled.

"There are no rules promulgated by the Railroad Company as to placing these car doors, they relying on the judgment of the shipper to cooper the cars in the proper manner. On some roads they furnish car doors already made up. Often these car doors are made of very brittle lumber, full of knots and knots, making it hard to fit them together so the car will hold coarse grain, much more grain that spills easily.

"This material is furnished to make the door, which is located in the center of the car, strong enough to hold grain, and in many cases the car is weak in the center and in heavy switching, buckles up enough in the center to knock the doors loose. Then when they get a jerk from the other end, they buckle the other way, which pulls one end of the door over.

"After studying this matter carefully, we have come to the conclusion that the Railroad Company is liable for car door leaks, and believe that they are just as responsible for the grain that leaked out of a car door as they are if it leaked out over a drawbar, and that the burden of proof is on the Railroad to show that the shipper slighted his work in coopering the car, or left it weak from malicious intent.

"Another pertinent reason why we believe that Railroads are liable for leakage through car doors, is that they have published a tariff or ruling, that they will only allow so much to pay for material for coopering cars, which is so little that if the shipper only expends the amount of money allowed, the doors must necessarily be weak, and we believe that if he does expend the amount of money allowed by the Railroad, honestly and conscientiously, and it does not make the doors secure, the Railroad is responsible for the defects."

Giving Notice on Arrival of Cars: Our attention has been called to a claim which involves a situation rather peculiar, but altogether too common. A car of grain arrived in Chicago and the shipper's agent



It Required Four Strong Men to Hold President Tiedeman for a Fotograf.

was not notified for three or four days; consequently, the car was not sampled and sold. In the meantime the market had declined 2 or 3c a bu., and he filed a claim to recover from the Railroad Company. We are not well advised as to the legal status of such a claim, but in equity we believe the Railroad Company should be responsible to this shipper for the difference in price between that which he would have received, had the car been sampled and sold upon arrival, and which he did receive when it was sold as it was put on the railroad's neglect in not reporting the car, and according to the demurrage rules, had they reported the car upon its arrival and the market been advancing so that the receiver that best to hold this car on track 3 or 4 days, in order to receive a better price for the Railroad surely would have asked him to pay at least, \$1.00 per day for the use of the car.

Deterioration of Grain Caused By Delay in Transit: Many claims are presented based on deterioration or grain caused by delay in transit. Some three or four years ago there was a heavy congestion of corn at several points on the line of the Trunk Line roads, which occasioned delay of cars of corn in transit from ten days to six weeks. This being early in the year and the corn soft, most of it became hot and depreciated in value. After considerable parleying the railroads paid those claims, and the matter was considered to have been established and acknowledged by the companies that they were liable for any loss occasioned in this manner. Of late we find that some of the claim agents have forgotten the lesson they should have learned at that time, but we believe and recommend that claims of this kind be collected and paid even at the end of a lawsuit. All railroad traffic men are aware that corn is a perishable product to a certain extent, and to our personal knowledge is recognized as such by freight men, so it is up to them to furnish service adequate to protect the kind of property they are shipping.

Seal Records: One of the greatest fakes that has ever been imposed upon the grain shipper is the ordinary "so-called" seal record, which the average terminal road will assure you is accurately kept, and in cases where the seals on a car are called in question, the Claim Department will assure you that the seals were the same at the elevator where the grain was delivered as they were when the car was re-sealed after inspection on the hold tracks, possibly located twenty or thirty miles from the elevator where the grain is unloaded.

We well know that the seal had the same marks or numbers, but as the Railroad uses duplicate seals, this car might have been opened a dozen times in the three or four days consumed in getting it to where it was to be unloaded, and owing to the amount of grain pilfered in these terminal yards, we believe that the Railroad Company should be held responsible for these shortages, and we recommend that all claims based on shortages where the seal record is in question, and where the railroads use duplicate seals, be vigorously prosecuted. This will convince Mr. Traffic Manager that he had better use seals consecutively numbered; then the Railroad seal record will be well have something on which to base his defense.

Team Track Scales at St. Louis: On Oct. 22, 1908, at Mason City, Ia., there was held a meeting of this Ass'n and the matter of weighing facilities for the Team Tracks of St. Louis and East St. Louis was thoroughly discussed and the result of this discussion was a set of resolutions drawn up and indorsed by that meeting, presented to the Sec'y of the Merchants Exchange and to John Dower, Supervisor of Weights at St. Louis, in regard to which I presume you are well advised.

This matter has been handled very largely by your Secretary, but the attention of your Transportation Committee has been called to it on several occasions, and wish to indorse what has been done, and from some correspondence which has passed between your Secretary and Mr. Wells, the Freight Traffic Manager of one of the principal roads, carrying grain from territory covered by your Ass'n to St. Louis and East St. Louis, we are pleased to note that he takes the suggestions kindly and seems to be willing to do his part, and would recommend that this Ass'n use all proper and available means to bring this project to a successful termination.

Uniform Bill of Lading: The Uniform Bill of Lading is still under discussion by the Interstate Commerce Commission and the representatives of the Railroads, and is a matter of great interest to all grain shippers, altho it seems to be much short of giving satisfaction.

A few days ago we had a complaint from one of our members coming under the second paragraph of Sec. 3. Last Spring he

sold a car of corn for June shipment at the price prevailing at that time, plus reasonable carrying charge (he having the corn in store) and when delivery day came, this corn was loaded and entrusted to the railroad for delivery, corn in the meantime having advanced ten cents per bushel.

The Railroad wrecked this car and now stands on the implied contract, as set forth in the second paragraph of Sec. 3, and only offers to pay the invoice price, while this dealer being obliged to furnish a car of corn to fill his sale, must now go to the market and buy it at the increased price, thereby incurring a loss of ten cents a bushel. We mention this case that the members may have an opportunity of discussing same.

Another interesting topic for discussion would be Eloquent Quotations given out by Accredited Agents of the Railroad and Business Closed on that Basis.

While we have held a few meetings and put considerable time and thought on these various matters of transportation submitted for our consideration, yet we feel that the province of the Committee to date has been purely advisory.

It would appear that there should be some provisions made in the by-laws of the Western Grain Dealers Ass'n covering the standing and authority of the several committees, and would ask that this matter be taken up at this meeting and the duties of the Transportation Committee be well defined.

B. A. Lockwood, chairman of the Legislative Com'te, read the following report:

Legislative Committee Report.

Your committee would submit the following report:

While there was not much accomplished during the last legislature either for or against our interests, yet, from the beginning to the close of the session it seemed necessary to give close attention, and in this our Secretary, Mr. Wells, kept fully posted on all the bills presented, and spent much time at the Capitol attending the committee matters with your committee.

At the opening of the Legislature, we called on State Attorney General Byers, asking his opinion on the college extension people traveling in the seed oats special. While he thought there was no cause for the railroad to fear giving the transportation, he recommended asking the legislature to make a special provision in the law granting the privilege and drew a bill to that effect, which was presented by Representative White, of Story County, but the Committee reported it unfavorable.

The Pure Seed Law we opposed because we considered it unfair, and did not meet the needs of the trade.

The Arbitration bill that was passed we opposed because we thought it restricted trade. However, the bill passed with an amendment, which we think practically covered our objection to it.

Your committee feels the time has come for the Ass'n to be in close touch with the Legislature, and draw up all branches of business are beginning to feel the necessity, and to ally themselves in such a manner to make the results more effective, the work less burdensome and with less waste of time.

Your committee recommends that should such a movement come about that we lend our aid in that direction.

Adjourned for dinner.

Afternoon Session.

Pres. Tiedeman called the meeting to order at 2:20 and Jay A. King, chairman of the Arbitration Com'te, read the following report:

Report of Committee on Arbitration.

Soon after our last Annual Meeting, I was informed by Sec'y Wells that I had been appointed to membership on the Arbitration Committee of this Ass'n, and I would be expected to serve as Chairman of that Committee during the year now ending. The notice of the appointment caused me, at once, to recall the considerable work which had previously been required of me as a member of the Committee on Arbitration of the National Ass'n, and it seemed as tho I could hardly spare the time this year to discharge the duties likely to be required of me as a member of this Committee, but after considering the matter I decided to accept the appointment because I believe it to be the duty of each mem-

ber to do whatever he can for the welfare of the Ass'n.

The outcome makes it quite evident that it is an easy matter in looking forward to regard the things to come as more onerous than they really will be, and feel burdened when we have no burden to bear. The fact is that there has not been a single case submitted to the Committee on Arbitration during the fiscal year. I take it that the entire absence of cases submitted for Arbitration is not because the members have lost faith in the manner of settling disputes, or that there is any dissatisfaction regarding the results so obtained, but rather that the adoption of trade rules by this and other Ass'ns, and the decisions rendered by the various Arbitration Committees on the many cases previously submitted have given grain dealers a clearer understanding of business methods which should obtain, the necessity of using care in making contracts with each other and the advisability of fully and promptly complying with any contract entered into, so that differences of opinion and disputes are less frequent, and that cases heretofore decided by arbitration have established precedents which apply to almost any case of difference which may arise, and when differences do occur, they are largely settled in accord with the established rules and precedents, without having to resort to arbitration.

I believe that these desirable conditions are the direct result of the adoption of arbitration in the settlement of differences between grain dealers. It would seem to be a matter for congratulation that such a vast amount of business could be transacted without any dispute occurring in relation thereto of enough importance or severity to require it to be submitted to the Committee on Arbitration for settlement. We desire at this time to express our appreciation of the fact that we have not been called upon during the entire year to decide any case.

It has been suggested that it may not be advisable to enforce arbitration upon a member of the Ass'n on the request of one who is not a member of any Ass'n. The suggestion would seem to have some merit on the ground that any grain dealer who desires to avail himself of the benefits of the Ass'n rules and requirements should be a member, and by contributing his proportion of the necessary expenses demonstrate in a substantial manner his belief in Ass'n work.

The further question has been raised as to whether arbitration should be compulsory at all, and you will note that the Secretary has listed that as a subject for discussion at this time.

A willingness to submit to arbitration any question of difference between grain dealers has been regarded as of so much importance to the trade that I hesitate to make any recommendation on the subject in this report.

Expenses: We are advised by the Secretary that the fee provided for to be paid in cases for arbitration is not sufficient to defray the expenses of the committee when a meeting of the committee is necessary unless there would be more than one case to be considered at each meeting. It may be well to provide for a deposit of sufficient amount to meet such expense in cases of sufficient importance to justify a meeting of the Committee.

It would also be well to have a provision in the arbitration rules empowering the members of the committee to report their findings to the Secretary by mail, such finding to constitute a valid decision of the committee. There appears not to be such authority in the rules as they now are.

J. A. King, chairman of the Com'te on Resolutions, presented the following resolutions:

Report of Committee on Resolutions.

We herewith return the reports of the several committees which were referred to us and recommend that they be accepted and made a matter of record. The clause relating to wastage in the report of the Committee on Transportation being stricken out by the committee.

ALL GRAIN RECEIVED SHOULD BE ACCOUNTED FOR.

WHEREAS the report of the Committee on Terminal Markets and facilities makes it clear that reprehensible methods are now in practice by some concerns in terminal markets in unloading and weighing grain there received and successful effort is being made by them to account for less grain than is actually received, and

WHEREAS, considerable losses in the aggregate accrue to the Iowa Grain Dealers because of those practices, and

WHEREAS, the honorable receivers in such terminal markets will also be injured to a more or less extent and will, we believe, gladly welcome their eradication, therefore

RESOLVED, that the full force of this Association through its officers and the Committee on Terminal Markets be used to discover, determine and so far as possible cause the abandonment of all attempts to avoid accounting for the full weight of all grain received at any point of unloading.

NOMINAL RENTALS FOR ELEVATOR SITES.

WHEREAS, Railroad Companies furnish warehouse facilities for all freight except grain, be it

RESOLVED, That equitable treatment of the grain trade demands that rentals for warehouse ground should be nominal and not established upon a basis of revenue for profit.

PERMANENT COMMITTEES.

WHEREAS, The work and scope of this Association has been enlarged to such an extent that it has become burdensome on the secretary's office, therefore, be it

RESOLVED, That the directors be authorized to appoint such permanent committees as are necessary to assist in carrying on the work and promoting the best interests of the Association, whose work shall be subject to the direction and approval of the board of directors.

ARBITRATION DECISIONS BY MAIL.

RESOLVED, That members of the Committee on Arbitration should be and are authorized to send their findings in any case submitted to them, to the Secretary by mail; any decision so made shall be valid.

AGAINST WEAK CLAIMS.

RESOLVED, That Railroad Companies should be responsible for all grain entrusted to their care, but that grain dealers as an assistance to the Claim Departments of the various roads should avoid the filing of trivial, questionable and poorly substantiated claims.

G. A. Stibbens: In Mr. Talbott's report he recommended that grain shippers in making claims for shortages allow 100 lbs. for wastage. I suggest that his recommendation be cut out.

Mr. Talbott defended the report of his Com'te and insisted that grain could not be loaded into and out of a car without wasting some grain.

M. E. DeWolfe: Evidently the com'te has not de'ed up the law. The common law requires common carriers to deliver all we give them for transportation. I see no reason why we should voluntarily make any concession for supposed wastage. I shall vote for the report of the Com'te.

Mr. Talbott: The wastage is certain, you can not get away from it. To insist upon being paid for such wastage is an injustice. While the railroads have been paying shortage claims in full they will not long continue doing so.

Sec'y Wells: We are working harmoniously with the claim agents of the different roads and I hope no arbitrary technical stand will be taken.

The Com'te's report as amended was adopted.

Adolph Gerstenberg: As an old colleague of the chairman of your Arbitration Com'te I wish a minute to commend his report and his work. The dealers are profiting by the former decisions of the arbitration com'te. They know that the cases are decided on their merits. I hope you will always have Mr. King on your Arbitration Com'te and that he can come here year after year and report no cases.

Julius Kunz, chairman of the Auditing Com'te, reported the Treasurer's report correct and his report was adopted.

M. McFarlin of the Grain Improvement Com'te read the following:

Farm Crop Improvement Committee Report.

As Chairman of the Committee I submit briefly the following:

Sec'y Wells and myself have communicated together at all times. It has been apparent to observing men that the money expended by Uncle Sam and this state for the farm experiment work up to the time of Professor Holden's coming to Ames, was largely in the interest of live stock.

Since coming, his efforts, as you know, have been very largely centered on corn, and I am sure no intelligent grain dealer, and I may add, no intelligent business man, nor farmer, but acknowledges the splendid work he has been doing for us and the state as a whole, but intelligent observers have realized that farmers cannot as a whole raise live stock and corn alone successfully, that they must, to make the most success, rotate their crops with small grain. This being true, it has seemed to many of us in the north one-half of the state especially, that oats is the logical and surer crop for rotation, hence the efforts have been made for this crop.

We also know, who have observed that our farmers generally have been as careless and indifferent in the selection of seed oats, preparation of same, and preparation of seed bed as they were with corn when Professor Holden came to us, and even worse than corn, have they deteriorated in recent years. It should be necessary to emphasize the fact very much that the grain men over the state can do more along the lines of improvement of oats than any other class of business men, and indeed I believe it is safe to say better than all other business men combined.

We all know that in doing this and increasing the quality of grain, that a large direct benefit would be obtained, and it is also my opinion that other business interests would obtain as much benefit as the grain dealers.

I have figured it out the benefits would be in order as follows: (1) Farmers, (2) railroad men, (3) grain men, (4) other business interests.

The propositions that have received the attention of the association are as follows:

Your chairman with Secretary Wells has been going to the short course at Ames for a day for three years previous and naturally went there the past winter. At this meeting we participated in the organization of the Iowa Small Grain Growers Ass'n.

This Ass'n is working along the line of a similar organization that has been in existence for a number of years in Ontario, and has been of great benefit in improving the small grain crops of that country; the same may be said of Wisconsin. Prof. H. G. Bell of the Farm Crop Department of the Iowa State Agricultural College is secretary of this Ass'n. You heard his verbal report this A. M. I understand most of these farmers are reporting to Sec'y Bell as to the growth and success of these experiments.

It is hoped that this work may be extended in a general way, so that farmers will become more interested in raising thorough-bred oats for seed as well as thorough-bred live stock and corn. It is also intended that a directory shall be published, giving the names of the farmers who have raised such thorough-bred seed in order that other farmers may obtain such seed from them, etc. I think you will understand in a general way, from what has been said, the purpose of this organization, the membership of which has been obtained to a considerable extent through the efforts of our secretary and its members.

We gave more or less attention to the National Corn Exposition held at Omaha last December, and it was on the suggestion made by Sec'y Wells that a special day be set apart known as the Grain Dealers Day and that the program consist entirely of "BOOST FOR BETTER OATS." The members of the different boards of trade were solicited to attend the exposition on that date and we feel satisfied that as a result a large interest was awakened in the improvement of oats in the country generally.

A movement was started to establish an oats exposition at Cedar Rapids, but whether or not the plans will be completed for an exposition this year has not yet been determined.

You are no doubt aware of the fact that the Seed Corn Special Trains were originally promoted by our Ass'n and conducted under the auspices of the Iowa State College and the Ass'n. We may unquestionably take the credit of conducting the largest and most thorough work of this kind ever attempted by any organization.

The Seed Corn Special trains were of

such large benefit that last spring we concluded to ask the railroad companies and the Iowa State College to participate in running the seed oat special trains, and we took the matter up with the officials of the St. Paul & Des Moines first, then Secretary Wells and Prof. Holden with the Illinois Central, Chicago, Milwaukee & St. Paul, and Chicago, Rock Island & Pacific, with the result that they were very willing and did provide the trains and service without cost. This was as much work as it was possible to do along this line during the past season, but it is intended to complete the Seed Oat Special Train work another season over the territory not already covered.

Sec'y Wells and myself have been keeping in close touch with the Iowa State College of Agriculture. You no doubt are aware of the fact that the college has been for many years doing very large work along the line of improvement of live stock, and in recent years by Prof. Holden in corn, but very little has been done towards the improvement of small grain crops and we are using the influence of this Ass'n to induce the college to give more attention to small grain as well as corn, and in support of the farm crop and extension departments of the college.

This association may justly feel proud of the work that has been done along the lines mentioned above and the assistance given the Iowa State College is well recognized by the faculty.

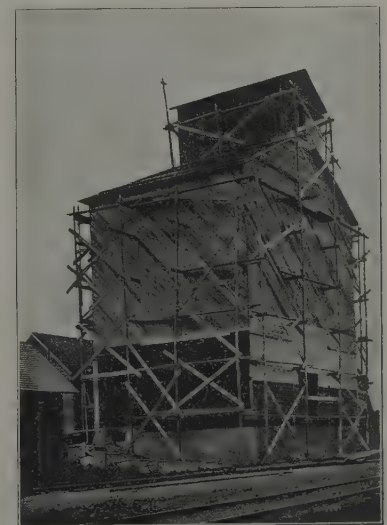
I believe that I am safe in saying that no other trade organization in the state has done so much for the general welfare as this Ass'n.

If agreeable to the resolution committee I would suggest a resolution along these lines, that while the live stock interests of our state are very large, and the State College of Agriculture has been justified so far in its large expenditures for it; that the so-called agronomy department, which includes Farm Crops, has not on the whole been treated in accord with its great importance when it is considered that corn is the foundation of the live stock industry in most of its departments, and crop rotation is essential to keeping up the soil fertility, so the college should be urged to do all that is possible from this time on towards the increase and betterment of farm crops.

As to the amount of funds spent in the respective departments of Animal Husbandry and Agronomy, which last includes three departments, namely: Farm Crops, Soils, and Agricultural Engineering, I have been unable to ascertain as a whole. I am informed that the farm crops department alone out of the \$25,000 annually appropriated by the Federal Government has been getting the small amount of \$2300.00 per annum.

We have a large and important work ahead, and I urge all members to be interested and to do all they can for it.

Mr. King offered the following resolution:



20,000 bu. Elevator Just Completed at Western, Nebr., for W. T. Barstow Grain Co., by W. H. Cramer.

CHARGES FOR TEAM TRACK WEIGHTS
AT ST. LOUIS.

WHEREAS, The charge for weighing grain on team track scales at St. Louis, Mo., is 20c per wagon, making an expense against the shipper of about \$2.00 per car, and,

WHEREAS, The team track scales at St. Louis are owned by a private individual and licensed by the City of St. Louis, the owner of the Scales receiving 15c and the City of St. Louis a license fee of 5c additional, and,

WHEREAS, The Merchants' Exchange Weighing Department is not permitted to have full supervision of the weighing of grain by these scales and does not receive any compensation for the partial supervision as done by the Weighing Department, therefore,

RESOLVED, That the Western Grain Dealers Ass'n here assembled do protest against such excessive weighing charges in the St. Louis market and urgently suggest that the Weighing Department of the Merchants Exchange establish wagon scales at team tracks at its own expense and thereby obtain complete supervision of such weighing and reduce the weighing fee to a more reasonable basis. Be it further,

RESOLVED, That Secretary Geo. A. Wells forward a copy of this resolution to Geo. H. Morgan, Sec'y, also John Dower, Supervisor of Weighing of the St. Louis Merchants Exchange.

It was supported by Mr. Wells and Mr. Graham and adopted.

Chairman Stibbens of the Nominating Com'te reported for President J. A. Tiedeman, Sioux City; Vice-Pres. I. E. Jackson, Cedar Rapids; Directors Lee Lockwood, Des Moines; D. S. Baird, McGregor; E. J. Skewis, Minneapolis; I. L. Patton, Newton, and C. W. Thompson, Parker, S. D.

Upon motion the rules were suspended and the Sec'y cast the ballot of those present in person and by proxy for the nominees.

J. W. Radford called attention to the fact that some shippers were forwarding memorandum slips instead of original Bs/L. Railroads will not deliver property forwarded on Order Bs/L without the B/L properly endorsed.

Adolph Gerstenberg called attention to the work being done by the Grain Dealers Nat'l Ass'n and expressed the hope that the Western Ass'n might work more closely with it.

I believe you should know that statistics show a marked shrinkage in the seed trade, which is due to a restriction in the outlet. The rigorous laws of our consuming states have driven many shippers out of them.

J. C. Murray: I am glad of an opportunity to second the recommendation of Mr. Gerstenberg. I believe all trade interests will be better promoted thru the cooperation of the trade's organizations. The manufacturer who wishes to sell feeds today must be a student of laws.

I wish to commend the report of your Grain Improvement Com'te. Iowa may not have a good crop of oats this year, but that is not conclusive evidence that Iowa cannot grow oats—good oats. The introduction of good seed will insure a better crop than would have resulted from the use of poor seed.

B. A. Lockwood declared that the Pure food law politicians were going too far, becoming unreasonable, unduly taxing the consumers and handicapping the producers. There is no question but that we should be able to ship barley mixed oats to the buyer who wants it.

Mr. King presented the following resolution on Grain Improvement, which was adopted:

CROP IMPROVEMENT.

WHEREAS, While much has been and is being done toward the betterment of the crops of grain raised in this state, yet realizing the vast benefits to all interests to be derived from increasing the yield and improving the quality of the various

kinds of farm crops to be grown in Iowa, therefore,

RESOLVED, That this Association make all reasonable effort to aid in such improvements, and,

RESOLVED, That we believe the people of Iowa will be greatly benefited by the Iowa State College of Agriculture using a larger part of its influence and the means at its command in the interest of crop improvement.

Adjourn sine die.

Convention Notes.

The St. Louis delegation included Geo. C. Martin Jr., of Goffe & Carkner Co., and G. L. Graham.

Irving Speer represented the Richardson Scale Co.

Out of sympathy for Mr. Cool everyone was wishing for rain.

The attendance was not large but the papers contained more food for careful thought than has been presented to any gathering of grain dealers for a long time.

Each session came near to being broken up by a scooper—of coal in the alley.

President Tiedeman became so excited over the amendment to the amendment he stuck the wrong end of his cigar in his mouth. Luckily the fire had left it and he could not light it again.

Souvenirs in the form of pencils were distributed with the compliments of Gardiner B. Van Ness and P. Schifflin & Co. Watch fobs with the compliments of Rumsey & Co.

The Chicago delegation included Clark

Brown and Wm. Roovart of Lamson Bros. & Co.; F. G. Coe; E. G. Cool and Oscar C. White of P. H. Schifflin & Co.; A. Gerstenberg; J. C. Murray; J. W. Radford, of Pope & Eckhardt Co.; H. D. Russell, rep. W. A. Fraser Co.; Gardiner B. Van Ness and Wm. Mills, rep. Gardiner B. Van Ness; W. W. Sylvester, rep. T. E. Wells & Co.

Among the shippers in attendance were D. S. Baird, McGregor; L. W. Balge-man, West Bend; R. L. Blackford, Oskaloosa; R. R. Carson, Moulton; M. E. DeWolf, Spencer; J. W. Dissenger, Bouton; R. A. Frazier, Nevada; W. R. Grant, Gardner; A. C. Hanson, McCallsburg; B. C. Hemphill, Dexter; I. E. Jackson, Cedar Rapids; F. R. Johnston, Cumberland; J. A. King, Nevada; J. Kunz, Wesley; J. H. Nash, Cedar Rapids; O. Nelson, Slater; B. E. O'Meara, Cedar Rapids; I. L. Patton, Newton; M. Slife, Dedham; G. A. Stibbens, Red Oak; O. A. Talbott, Keokuk; H. W. Talbott, Osceola; J. A. Tiedeman, Sioux City; R. Whittaker, Dallas Center; Thos. Woof, Stuart; C. A. Wildman, Mento.

B. J. Burns.

B. J. Burns, who recently sold his interest in the Burns-Yantis Grain Co. of Chicago and Buffalo, has severed his connection with the company and embarked in business under the name of the Chicago Grain Co. For a number of years Mr. Burns was the senior part-



B. J. Burns, Chicago, Ill.

ner and active manager of the Burns Bros. Grain Co., of Buffalo, N. Y. He has now leased the Rockwell elevator at Chicago, which is being overhauled, equipped with new machinery, and its handling capacity doubled. He will do a receiving business and shipping at Chicago.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

ILLINOIS.

Galesburg, Ill., July 16.—We are glad to report that wheat is all cut in this section and threshing will be in full swing next week. We consider oats about the same as last year with less acreage. Corn is fine, never saw it nicer.—C. H. Anderson, Anderson Grain Co.

INDIANA.

Rushville, Ind., July 12.—Weather has been wet here. Much blight in wheat, look for light yield and poor quality. No threshing yet in this locality; that will begin next week.—Bell & Thompson, successors to Brown & Thompson.

Worthington, Ind., July 12.—Crops in this locality look bad. Rains most of the time. Wheat is growing in the shock. Corn is weedy, and too wet to plow it. Good crop of oats, but can't take care of them. Threshing will begin as soon as it is dry enough.—W. P. Ballard.

Cambridge City, Ind., July 20.—Grain dealers and merchants in Wayne, Cass and Henry Counties held a hurriedly called meeting here to-day to discuss the grain situation, and the almost practical failure of the wheat crop. The quality of the wheat in this district is poor and the yield light. Fields estimated at 35 bus. yielded less than fifteen bus. per acre and it requires a bushel and a peck to weigh 60 pounds. The price paid by local dealers for this quality of wheat is 60 to 85 cents a bushel.—F.

Indianapolis, Ind., July 22.—Ideal weather for threshing during the past week has increased the receipts of new Indiana wheat. Nearly every farmer is selling his wheat from the machine and new wheat is being handled by dealers in larger volume than is customary direct from the machine. The railroads report a material increase in the shipment of wheat during the past six days. Advices from practically all of the wheat counties of Indiana show a slight disappointment in the yield and in some localities the quality is bad because of excessive rains. It is also reported that a great deal of grain standing in the shock is sprouting or moulding, or more or less bleaching. Wagon wheat in good condition is bringing from \$1 to \$1.05 a bushel at the mills and elevators, although some farmers have sold at \$1.12 a bushel—notably to the local mills in Greensburg. The best fields of wheat yet reported made an average of 20 bushels per acre and the grain tested sixty pounds. Oats and hay harvest is almost over and the crop outlook is good.—F.

IOWA.

Cumberland, Ia., July 14.—The corn acreage is fully 125% of last year; the condition 95%. The acreage of oats 90%; condition 95%.—F. R. Johnston.

Bennett, Ia., July 17.—Crops are good. Farmers are cutting barley and winter wheat. Yield will be good; wheat will go 30 bus. and barley 25 to 30. Corn can't be beat.—Jno. Dammann & Co.

Osceola, Ia.—The damage to the crops from water is so great on the branch south of here we will close all but two of our elevators. Our prospects for corn and oats are the poorest in 30 yrs.—H. W. Talbott.

KANSAS.

Narka, Kan., July 10.—Wheat yield good, but weather rainy and fields very wet for harvest.—F. L. Cain, agt. Wright-Leet Grain Co.

MICHIGAN.

Detroit, Mich., July 24.—Crop conditions in the state have improved during the last two weeks. Prospects were seldom, if ever, better, and it is our belief there will be banner yields in nearly every grain. While the acreage devoted to wheat will be smaller than in past years the yield will be

heavier and the grain will be of a better than average quality.—W. E. Heames & Co.—B.

MINNESOTA.

Minneapolis, Minn.—Crop prospects best since 1901.—J. C. Wyman.

Minneapolis, Minn.—I hear very favorable crop reports from the Northwest.—A. H. Hanson.

Minneapolis, Minn.—Reports from the country are good especially North Dakota.—W. C. Stinson.

Minneapolis, Minn.—Grain looks fine. We will not have a bumper crop but a good liberal one.—W. D. Sammis.

Minneapolis, Minn.—Reports from country are generally favorable. Only a few adverse reports on barley.—D. R. Wagner.

Minneapolis, Minn.—Couldn't be better prospects for grain in all parts of the country.—Jas. MacRae, with John McLeod & Co.

Lafayette, Minn., July 20.—Crop outlook better than even a few months ago, sec'y Lafayette Farmers Eltr. Co.

Minneapolis, Minn.—We will have a fairly good crop if we get no more hail. Favorable to date.—W. A. Cook, Andrews Grain Co.

Minneapolis, Minn.—We have never had better prospects for a crop in the Northwest at this time of year.—Pres. Douglas, Minneapolis C. of C.

Minneapolis, Minn.—Every report we get in from the field is first class. We have not had a bad report except occasionally a cyclone.—A. McGregor.

Minneapolis, Minn.—Perfect conditions exist in the Northwest except in southern Minn. and northern Iowa where they have had too much rain.—H. D. McCord.

Minneapolis, Minn.—We have received the best kind of reports on crop conditions from all territory outside the Red River valley.—J. H. Ball, mgr. United Gr. Co.

Minneapolis, Minn.—Crops are very promising in territory our representatives cover. They partially cover, Minn., N. D. and S. D.—C. E. Giles, with Wm. Dalrymple.

Minneapolis, Minn.—Crop conditions are fair at all our stations. Considerable flax, oats and rye have been delivered. We will have some rye in this week.—A. H. Vaughan.

Minneapolis, Minn.—Hot winds and excess of moisture might damage the crop before harvest but I do not expect it. Will be glad when those fatal days of July 25-27 are passed.—A. H. Poehler.

Minneapolis, Minn.—Our representatives who are 120 miles west in Minn. report best prospects for crops in years. In the Red River valley they have had a little too much rain but nothing serious.—F. W. Abbott, Northern Grain Co.

Minneapolis, Minn.—Our men on the road report crop conditions very favorable. I have made two trips thru the Jim River Valley in S. D. and found prospects first class. I drove part of the trip with horse and auto. A small portion of some counties in N. D. have been hit by the hail but the strips are narrow. The Mohall and Minot districts report excellent prospects for a crop. From Minneapolis west on the Gt. Nor. Mil. and St. L. looks good tho it has been a little too wet in sections. They are cutting barley in S. D. and Minn. now.—B. F. Benson.

Minneapolis, Minn., July 19.—Farmers have commenced cutting barley and rye in the southern part of South Dakota, and will be busy with these crops throughout South Dakota and Southern Minnesota by the 22nd. The first spring wheat will probably be cut about Aug. 5, and ear of flax will be ready two weeks later. All crops continue to promise good returns. The stand everywhere is even and regular, there being very few fields with bare or thin spots in them. Wheat is all headed out except in the territory west of Devils Lake and north of Carlington. In that district about half of it is in head. About half of the flax crop is in bloom. In the Minot country there are a few fields of flax and barley which were sown very late, and it does not seem likely they will mature in time to escape frost, but they comprise only a small percentage of the acreage there. Barley, rye, wheat and oats all show a good average length head. There is nothing to indicate an extraordinary yield, but every indication that the yield will be a full average. Sufficient moisture in the ground to carry the crop to maturity. We have the largest acreage in our history and if the weather continues good for three weeks, the largest crop of grain ever raised in these three States will be ready for harvest.—The Van Dusen-Harrington Co.

Minneapolis, Minn.—Prospects for a fine crop were never better.—Geo. Loftus.

Minneapolis, Minn.—Some of the grain has been damaged by excessive rains but the prospects as a whole in the Northwest is good. I don't look for the bumper crop expected by the Government.—Mr. McIntyre, McIntyre-Fraser Co.

Minneapolis, Minn.—Crops are reported extremely good and if they come thru to harvest alright the crop will be the biggest ever. Farmers now are harvesting barley in South Dakota. Oats will be ready to cut next week.—A. T. Master, C. C. Wyman & Co.

Minneapolis, Minn.—We receive nothing but good reports from the country. From Lehr, N. D., we just hear they had a good rain which was needed. It will mature the crop in that section. Mr. Stair reports from Cando, S. D., that crops could hardly be better.—W. O. Timmerman.

MISSOURI.

Mercer, Mo., July 13.—The clouds have rolled away and from all over our territory come reports of ruin and destruction of crops; however, with favorable weather, many fields of small grain can be saved. While some are a partial and others a total loss, all are more or less damaged. Harvesting begins this morning to save remains left by the storm. Corn is severely damaged; most conservative estimates place present condition at 40% average. No old corn left and farmers are now shipping cattle and calves that should remain on feed. All kinds of feeding stock being placed on market at sacrifice prices. Impossible yet to estimate total damage. Lowlands and bottoms are being replanted to millet and buckwheat, as it is too late to replant the corn. Train service is being resumed, Burlington and Santa Fe passenger trains moving over the Rock Island track here today. Mail arriving slowly, telegraph service good.—A. Alley, Alley Grain Co.

NEBRASKA.

McCook, Neb., July 13.—Crops look fairly good and the harvest is on.—C. Cadwell.

NORTH DAKOTA.

From along the Soo line in N. D. and the Thief River Falls line reports of fine wheat and flax are constantly coming in. They had a little hail but the damage was slight.—A. W. Robinson, C. G. Ireys Eltr. Co., Minneapolis, Minn.

Steele, N. D., July 12.—We are having nice cool weather, some rain and crops looking good. Winter rye is very good; farmers will begin cutting it the last of this week. Barley is all headed out and some durum too.—H. O. Wise.

OHIO.

Christiansburg, O., July 20.—No threshing done. Oats and corn good but badly blown down.—Bright & Son.

Forest, O., July 20.—Threshing has begun here. Quality low grade so far. Wheat crop not large. Oats and corn doing well.—A. B. Shafer.

SOUTH DAKOTA.

Prospect for crop in S. D. is good.—F. L. Davies, Minneapolis, Minn.

Mission Hill, S. D., July 15.—Excessive rains for the past three weeks. Crops on low lands drowned out.—Farmers Eltr. Co.

Winfred, S. D., July 8.—Crops look good in this vicinity and the new grain will be moving soon after Aug. 1.—Richard Hall, agt. Larkin & Metcalf.

I have made a number of trips thru N. D. and S. D. and I look for a good fair average crop. There is an increase in the flax acreage in the north and central part of South Dakota.—H. L. Hankinson, Minneapolis, Minn.

Lesterville, S. D., July 12.—Crops look good so far. Oats and wheat are heading in nice shape. While corn looks good it is weedy, as it has been too wet for farmers to work their corn fields properly this season.—F. W. Klinkner, agt. McCaul-Webster Eltr. Co.

WISCONSIN.

Milwaukee, Wis., July 13.—Best prospect for barley and crops generally in years.—H. Jahns, Jr.

Milwaukee, Wis., July 13.—All reports I receive from the country about crops report excellent prospects.—A. L. Johnstone.

Milwaukee, Wis., July 13.—Crop prospects are very good. May be harvested a little later than last year but we ought to be busy by the middle of August.—I. H. Lowry.

Milwaukee, Wis., July 13.—With favorable weather for the next three weeks crops will yield bountifully. Wheat, oats, rye and barley look fine. The acreage is about the same as last year.—J. V. Lauer.

Seeds

The Philadelphia Seed Co. has been incorporated at Philadelphia, Pa., with \$5,000 capital stock.

W. S. Daus' seed house at Stewartville, Minn., was burned July 11. Loss, over \$1,500; insurance, \$800.

Keokuk, Ia.—The O. A. Talbot Co. will build a large seed warehouse 42x400 ft. and varying from one to four stories in height.

Milton F. Jobs and Clarence A. Snow of East Randolph, N. Y., have recently been granted letters patent No. 926,809 on a seed display cabinet.

The Allen Seed Co., of Sheboygan, Wis., is considering whether to erect its new warehouse this season. The building will be 150 by 80 ft. and 3 stories high.

The C. W. Gurney Seed Co., of Yankton, S. D., will erect a brick and concrete building 72 by 76 ft., with a 9-ft. basement, concrete floor. The estimated cost is \$18,000.

Charles W. Smith, employed as salesman by the Leonard Seed Co., at Chicago, Ill., was drowned July 18 while bathing at the Chicago Beach Hotel. He was an expert swimmer, and is believed to have been seized with a cramp.

Reports from some sections say just cutting the first crop of clover which is a month late. Talking short acreage account drought last fall. Other reports say no seed at all. Little early however to get a line on the crop as a whole.—J. F. Zahm & Co.

A seed house is being erected by W. T. Ainesworth at Mason City, Ill., to handle seed corn grown by him. The building is 32x96 ft., with floor and foundations of concrete. Adjoining will be office, dump house, and sorting and crating room. A steam drier will be installed.

Ohio is one of the leading clover seed producers. It continues sending unfavorable reports. Some sections reporting total failure. A few sections expect good crops. Considerable old seed carried over. Alsike will be large crop unless weather is very unfavorable.—C. A. King & Co.

Texas grain dealers have been cautioned by G. J. Gibbs, sec'y of the Texas Grain Dealers Ass'n to bear in mind the requirements of the new Tennessee pure seed law when contemplating shipments into that state. Red rust proof oats are termed agricultural seeds, and under the law seed oats must be 98 per cent pure and 90 per cent germinable; and there has been quite a lot of trouble with inspections of seed oats in that state.

Work is progressing on the 3-story concrete warehouse of the Everett B. Clark Seed Co. at Green Bay, Wis., and it is expected to be finished in August. The new plant will have both rail and water transportation facilities. Its equipment will include Clipper Cleaners and hand picking equipment for 80 to 100 pickers of seed peas and beans. The company has its headquarters at Milford, Conn. To manage its Wisconsin branch the company has employed E. L. Olmsted of St. Louis, who has had 21 years' experience, more recently with the Plant Seed Co.

The Department of Agriculture reported the condition on July 1 of dry beans as 89.1; lima beans, 89.1; peanuts, 86.7; kafir corn, 89.4; and flaxseed, 95.1; against dry beans, 90.0; lima beans, 90.6; peanuts, 88.2; kafir corn, 85.3; and flaxseed, 92.5 on July 1, 1908. The estimated acreage of flax this year is 2,741,000, against 2,679,000 last year.

In Illinois the area devoted to clover decreased 17 per cent compared with 1908, much clover being reported winter killed. The average condition in the state is 92 per cent. Alfalfa shows a condition of 99 in central Illinois, 94 in northern and 93 in southern Illinois. The area of Hungarian and millet is 98 per cent of last year in northern Illinois, 90 per cent in central Illinois and 95 per cent in southern Illinois.—J. K. Dickerson, sec'y Illinois State Board of Agriculture, Springfield, Ill.

The nature of quack grass is such that it will grow and ripen with oats and stay in them thru the cleaning processes, consequently being propagated wherever the seed oats go. I have shipped in and sold to farmers some of the Swedish select oats from Wisconsin and was unfortunate in finding quack grass in some of these Swedish select oats and had to reject them. This also worked against getting out a considerable amount of them for seed. Warning against quack grass should be made very prominent in seed oats literature.—S. J. Clausen, Clear Lake, Ia.

In Russia the area under clover, lucerne, timothy and other grass seeds, has increased in some regions to the extent of 30 to 50 per cent over the average, and to 15 to 20 per cent over last year. Prospects in the principal regions are unsatisfactory. Clover has suffered in the Baltic, Northwestern and Polish provinces, as it was damaged in the winter, and the cold dry spring has completely ruined it. In the southern region lucerne was scorched and the first cutting gave a meagre yield. In the central agricultural region clover timothy and vetch are in good condition. In the industrial region where clover and timothy are chiefly cultivated the maturing is favorable and an early harvest is expected. In the northeastern region red clover promises an abundant harvest. In the southwestern and Little Russian provinces clover and Esparto are quite satisfactory.—*Beerbohm's Corn Trade List*.

The forest service of the Dept. of Agri. has been carrying on experiments relative to reseeding of over-grazed areas and has obtained the best results with the common alfalfa (*Erodium cicutarium*) of the southwestern desert country. This splendid forage plant grows all over the deserts of southern California, Arizona and New Mexico and furnishes one of the best plants for fattening live stock, especially sheep, known to the stockmen. It grows in the early spring when green feed is most desirable and in a few weeks will cover the desert with a rich green blanket until it looks almost like an alfalfa field. The plant generally reaches a maximum height of eight to ten inches inside of six weeks and in six weeks more has all died down and blown away, leaving the ground as bare as a floor. The commercial seed has a very low germination test. To get better seed a method has been devised by the plant expert of the forest service, Arthur W. Simpson, by which one man can gather a great quantity of this seed and of high germinating quality.

Our exports of seeds during the 11 months prior to June 1 included 16,091,478 lbs. clover seed, 23,093,400 lbs. timothy seed, other grass seed valued at \$157,257 and \$82,800 bus. flaxseed; against 3,540,200 lbs. clover seed, 25,534,000 lbs. timothy seed, other grass seed valued at \$189,800 and 4,277,200 bus. flaxseed during the corresponding 11 months of 1907-8. Imports of seeds during the 11 months included 12,997,400 lbs. clover seed and 342,400 bus. of flaxseed, against 19,680,000 lbs. clover seed and 42,800 bus. flaxseed during the corresponding period of 1907-8. Of foreign clover seed we re-exported during the 11 months prior to June 1 55,590 lbs. and of flaxseed none, against 28 lbs. clover seed and 11,391 bus. flaxseed re-exported during the corresponding 11 months of 1907-8, as reported by O. P. Austin, chief of the Bureau of Statistics.

A. L. Stone of the agronomy department of the University of Wisconsin at Madison, Wis., has been appointed seed inspector under the pure seed law which went into effect July 1. A special bulletin will be published, giving the full text of the law. A fee of 25 cents per sample will be collected on seeds tested. The penalty for violating the law is a fine of not less than \$10 nor more than \$50. The act provides that all agricultural seeds sold in packages of one pound or more shall be labeled with the name and kind of seed; name and address of seedman, agent or dealer; a statement of purity; germinating power, and locality where the seed was grown. The law defines what is included under the term "agricultural seeds," and also states what shall constitute impure seed. Seeds must be true to the name and free from certain impurities mentioned.

New Tariffs on Seeds.

Mich Cent, ICC No 3705, rules covering stopping seed in transit at Buffalo, N. Y.; effective Aug. 15.

L S & M S, grass seed, C. L. from Chicago, Ill., to Halifax, N. S. and St. Johns, N. B.; 40c; effective Aug. 10.

A T & S F, ICC No 4851, seeds, C. L. and L. C. L. from points on Coast lines A T & S F to points on Santa Fe P & P and connections; effective Aug. 20.

C M & St P, ICC No B1727, seeds, C. L. between stations in Illinois, Minnesota and Wisconsin and points in Missouri, Kansas, Iowa, Nebraska and South Dakota; effective Aug. 10.

C B & C, blue grass, meadow fescue and timothy seeds, C. L. from Atchison, Leavenworth, Kan., Kansas City and St. Joseph, Mo., to Norfolk, Va., for export, 34c; effective Aug. 1.

C M & St P, timothy seed, C. L. from St. Paul, Minneapolis and Minnesota Transfer, Minn., to Boston, Mass., 43c; Buffalo, 28c; New York, N. Y., 40c, and Philadelphia, Pa., 38c; effective Aug. 16.

C M & St P, timothy seed, C. L. from St. Paul, Minneapolis and Minnesota Transfer, Minn., to Boston, Mass., 43c; Buffalo, 28c; New York, N. Y., 40c, and Philadelphia, Pa., 38c; effective Aug. 10.

Wabash, grass, Hungarian, meadow fescue and timothy seed, C. L. from Kansas City, St. Joseph, Mo., Atchison, Elwood, Kansas City, Leavenworth, Kan., to Norfolk, Va., for export, 34c; effective Aug. 7.

N Y C & St L, ICC No 2673, grass seed, C. L. from Burnham, Chicago, Stony Island, Ill., and Hammond, Ind., to Halifax, N. S. and St. John, N. B.; 40c; flaxseed, C. L. and L. C. L. from Fort Wayne, Ind., to Halifax, N. S. C. L., 34½c; L. C. L., 65c; effective Aug. 14.

C R I & P, Sup 33 to ICC No C6725, broomcorn and seeds, C. L. between Chicago, Kankakee, Peoria, Rock Island, Moline, Ill., Davenport, Muscatine, Burlington, Clinton, Camanche, Ia., St. Paul, Minneapolis, Minnesota Transfer, Minn., and common points and stations in Kansas, Nebraska, Colorado, Oklahoma and New Mexico; effective Aug. 9.

Reshipping Privilege at Nashville Illegal.

On complaint by W. S. Duncan & Co., J. D. Frazier & Co., A. L. & M. W. Fain, A. P. Morgan Grain Co. and other grain dealers of Atlanta, Ga., the Interstate Commerce Commission has decided that the reshipping or rebilling privilege and the application of rates thereunder at Nashville, Tenn., is an illegal device by which grain, grain products and hay may be transported at less than the tariff rate.

The Commission has ordered the defendant railroads to cease before Sept. 1, and for at least 2 years thereafter to abstain from giving or paying $\frac{1}{4}$ cent per 100 lbs. as an allowance for service rendered in the elevation, unloading or handling of grain, grain products and hay at Nashville. The defendant railroads are ordered also to abstain from granting the privilege of reshipping or rebilling grain from Nashville.

It has been the practice at Nashville for the railroads to pay an allowance of $\frac{1}{4}$ cent for grain unloaded or sacked, irrespective of whether there is any elevation involved or whether the sacking is done by hand or by machinery, when the shipment moves out of Nashville.

Under the rebilling or reshipping privilege accorded at Nashville on shipments of grain, grain products and hay from Ohio and Mississippi river crossings to points in the southeast, the through rates from the crossings to ultimate destinations are applied. Shipments of grain from the crossings move into Nashville, where they are unloaded, elevated, or sacked, and at any time within six months they are reshipped on to points in the southeast. The net freight charge for the entire movement is based on the thru rate from the crossings to final destination. A shipment moving from Evansville to Atlanta via Nashville pays the local 10-cent rate to Nashville, and the local rate of 17 cents, Nashville to Atlanta, or a total of 27 cents. As the thru rate from Evansville to Atlanta is 24 cents, the 3 cents representing the difference between such thru rate and the combination based on Nashville is paid back to the shipper through the claims department of the railroad company. When the shipper desires to reship at Nashville he takes the expense bill, covering the inbound movement, to the agent of the carrier, and the outbound shipments are charged against that expense bill; he thereupon gets a B/L showing the origin of the property at Evansville. This is the practice followed by the Louisville & Nashville, and the Nashville, Chattanooga & St. Louis employs a substantially similar practice, the net result of which is to apply the thru rate via Nashville from the river crossings to final destination.

It is claimed by defendants that reshipping at Nashville was inaugurated many years ago for the purpose of protecting the revenues of the Louisville & Nashville railroad, the Nashville & Northwestern, and the Nashville, Chattanooga & St. Louis railway, against the competition of boats on the Cumberland river; that the location of Nashville on the Cumberland river, a navigable stream, was sufficient to establish not only a basis of rates from the Ohio and Mississippi river crossings to Nashville and southeastern territory, but also to establish the custom of reshipping at Nashville; that the original route to the southeast consisted of boats on the Cumberland river to Nashville and the Nashville, Chattanooga & St. Louis railway from there on.

It therefore became necessary, in order to protect the revenues of the rail carriers, to either establish very low rates from Ohio river crossings to Nashville proper, or to establish reshipping arrangements at Nashville to southeastern points. By taking the latter course there was accomplished the double purpose of securing the movement of traffic destined to the southeast in competition with boats on the Cumberland river, and of protecting the revenues of the rail lines on traffic destined to Nashville proper.

The record shows that less than 1,000,000 bushels of grain were transported from Ohio and Mississippi river crossings via boat to Nashville at rates ranging from 7 to 9 cents per hundred pounds during the past season, but it was asserted that if a rate of 10 cents per hundred pounds were maintained by the rail carriers from the Ohio river to Nashville there would spring up sufficient boat tonnage to handle the entire grain traffic from the Ohio river into Nashville, destined to southeastern territory. Of course, this grain handled into Nashville by boat does not have the benefit of the reshipping privilege.

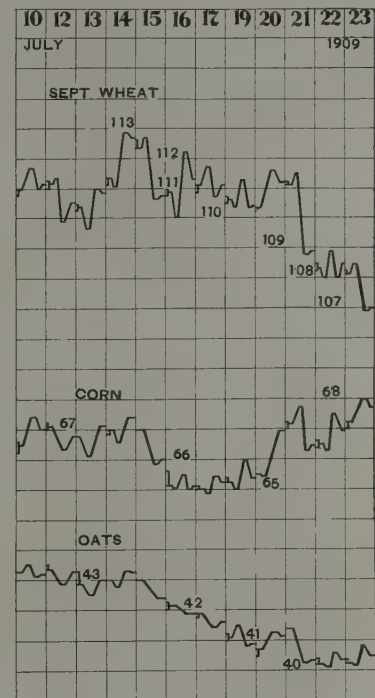
The complaint is that this practice of reshipping constitutes an illegal preference in favor of dealers in hay, grain and grain products at Nashville, and against such dealers in the southeast; and furthermore, that reshipping is a device by which less than the lawful rate is paid.

Illustrating the alleged illegality of this privilege, the following example is given: A Nashville dealer buys 2 cars of grain, 1 at Memphis and 1 at Louisville. He pays, up to Nashville on a Memphis car, 11 cents per 100 pounds, and on the Louisville car 10 cents. Should this Memphis car burn, after being put in the warehouse, or be sold at Nashville, he would have two expense bills and one car of grain. Should he sell a car at Atlanta, the Nashville merchant would naturally use the Memphis bill, which shows a payment of 11 cents, paying the balance of the through rate from Memphis to Atlanta of 9 cents. He has, therefore, shipped the Louisville car to Atlanta for a total of 19 cents, when the through rate from Louisville to Atlanta is 24 cents and the combination of locals 27 cents. It is further alleged that, as considerable grain is consumed in Nashville, there is always a surplus of expense bills which may be manipulated in order to secure a cheaper rate than that provided in the tariffs. In answer to this defendants say that the operation of the reshipping privilege, as described in this example, is limited by the fact that the Memphis car of grain is worth more to the dealer at Nashville than the St. Louis car, by reason of the difference in the freight rate, and, therefore, Memphis grain is not sold at Nashville proper, but is all reshipped to the southeast. It is to be noted that the tariffs of the carriers contain a rule which prohibits trading in expense bills, and it is hardly probable that such a rule would appear if the manipulation of expense bills is impossible, as contended by defendants.

At the recent annual meeting of the Southern Illinois Millers Ass'n at Belleville, Ill., papers were read on "The Advantages of Good Seed Wheat," by W. E. Meek of Marissa; on "Rate Making," by W. O. Bartholomew of St. Louis; and the question "The Value and Efficiency of Automatic Scales for Weighing, Wheat, Feed and Flour" was well discussed.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the September delivery at Chicago for 2 weeks prior to July 24 are given on the chart herewith.



Imports and Exports of Beans.

Beans and dried peas amounting to 2,976,478 bus. were imported during the 11 months ending June 1; against 1,224,386 bus. during the corresponding period prior to June 1, 1908.

During the 11 months ending June 1, we exported 272,312 bus. of domestic, and 56,274 bus. of foreign origin; compared with 286,060 bus. of domestic and 11,023 bus. of foreign origin during the corresponding period prior to June 1, 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

Imports and Exports of Hay.

Hay amounting to 5,220 tons was imported during the 11 months prior to June 1; compared with 9,863 tons imported during the corresponding period prior to June 1, 1908.

Exports during the 11 months were 59,431 tons, against 70,394 tons during the 11 months ending June 1, 1908, as reported by O. P. Austin, chief of the Bureau of Statistics.

I would not do without the Grain Dealers Journal if I were in the grain business.—I. Grecian, Tecumseh, Okla.

Crop conditions in the whole of Germany were reported by the imperial statistical bureau on July 15 to have been 72 per cent for winter wheat, 78 for spring wheat, 76 for rye and 80 per cent for oats; against 84 for winter wheat, 78 for spring wheat, 82 for rye and 74 for oats, last year.

Grain Trade News

ARKANSAS.

Fort Smith, Ark.—Fire in the basement of the eltr. of the Western Eltr. Co. did some damage June 29.

Little Rock, Ark.—It is expected that the forthcoming decision by the Interstate Commerce Commission on the complaint by the Brooks-Rauch Milling Co. against the T. H. Bunch Co. will make the eltr., at Argenta used by the T. H. Bunch Co. a public eltr. to be used by all patrons of the Iron Mountain road alike.

CALIFORNIA.

Stockton, Cal.—The largest shipment of barley ever brot into Stockton came in recently in 30,000 sacks on the steamboat A. C. Freese. High water has enabled big steamers to make trips in the upper waters of the San Joaquin river.

Berkeley, Cal.—Professor Geo. W. Shaw states that "The University of California is now ready to recommend the wide planting of chul (California No. 398) wheat, especially in place of club wheat, in the Sacramento valley. After a number of years' trial, both on the experimental farm controlled by the University of California and in co-operation with farmers, this wheat has been found to meet the extreme conditions of the Sacramento valley exceedingly well, besides being of excellent milling qualities. While the wheat is of the bearded type, yet it differs much from the other bearded wheats which the farmers of the valley have tried, in that it is a strong, vigorous, upright grower, and will positively not shatter in the strong north winds which prevail in the valley. In appearance the growing wheat plant much resembles propo, but the berry is of a much different character, being darker and larger, as well as harder. This wheat originally came from the steppes of Russia, where it is grown without irrigation. While the grains are hard and in this respect resemble the durum type of wheat, yet it is not a durum. It can be either fall or winter sown and still make a good crop. In its ability to withstand drought it is a strong rival of the durum wheats. For instance, on one of the experiment stations of the University of California in 1908, it yielded at the rate of 63.3 bushels per acre and received less than eight inches of rainfall and was not irrigated."

CANADA.

Magrath, Alta.—The Norris Eltr. Co. will build an eltr.

Calgary, Alta.—The West Coast Grain Co., Ltd., has been incorporated.

Holden, Alta.—Worth & Holden have started a flour and feed business.

Belmont, Ont.—William Barons has bot the grain business of John McNichol.

Loreburn, Sask.—Paulson & Winkler have obtained a site on which to build a 25,000-bu. eltr.

Cayley, Alta.—The Alberta Pacific Co. will build an eltr. here and one of 30,000 bu. capacity at Taber.

Carlyle, Sask.—The Carlyle Farmers Eltr. Co., Ltd., will build a 25,000-bu. eltr. costing \$6,000, to replace that burned last winter.

Langdon, Alta.—The Alberta Grain Co., the National Eltr. Co. and the Cummings Eltr. Co. will erect eltrs. here.

Fort William, Ont.—A large size Hess Grain Drier is being installed in the new eltr. of the Grand Trunk Pacific Ry. Co.

Winnipeg, Man.—At the recent annual meeting of the Grain Growers Grain Co. T. A. Crerar of Russell, Man., was re-elected pres. The company last season handled 7,500,000 bus. of grain.

Winnipeg, Man.—The Ogilvie Flour Mills Co., Ltd., has let the contract to the Barnett & Record Co. for the erection of 15 re-enforced concrete tanks in connection with its mill, total capacity 300,000 bus.

Fort William, Ont.—The Ogilvie Flour Mills Co., Ltd., has let the contract to the Barnett & Record Co. for the erection of 16 re-enforced concrete tanks; capacity 500,000 bus., to be erected adjoining its mill.

Caledonia, Ont.—The Grand Trunk Ry. has lost its appeal from a judgment for \$5,000 in favor of the Caledonia Milling Co. on account of the burning of its warehouse by fire caused by sparks from a locomotive engine.

Montreal, Que.—The eltr. of the Harbor Commissioners has handled twice as much grain this season as last during the corresponding period. The new eltr., No. 1, has been running at full capacity, tho the receipts of grain at Montreal have fallen off this season.

Brandon, Man.—The Matheson Eltr. Co., incorporated by T. S., R. M., and J. S. Matheson, the directors, and others; capital, \$100,000; to take over the 8 eltrs. owned by T. S. Matheson at Midale, Caron, Guernsey, Stillson, Griffin, Keeler, Herbert and Morse, and to build new eltrs. Offices here and at Winnipeg.

Vancouver, B. C.—By a general remodeling of its warehouse, known as Shed No. 5, at its wharf, the Canadian Pacific plans to handle 10,000,000 bus. of grain thru this port this season. Sacking machinery will be installed to handle 40,000 bus. daily. As fast as the grain is taken out of the cars in which it arrives from Alberta it will be sacked and piled in tiers for shipment. This shed can store a full cargo of wheat for the average carrier.

Vancouver, B. C.—A. E. Burnett, a farmer from Alberta, who has been growing grain for 20 years and now wants to try the other end of the grain business, is having a 70,000-bu. eltr. constructed on False Creek close to tidewater. The plans call for a building 48 ft. square and 60 high; solid construction of 2x6 material covered with corrugated iron; cost, \$10,000. The eltr. will contain 16 bins, each 12 ft. square. Later Mr. Burnett will spend \$40,000 building a mill, for which the plans are already prepared. He believes that the coming of the Canadian Northern will work a transformation in British Columbia and that the Hill lines and the Canadian Pacific will soon bring the grain of southern Alberta direct to the coast, since this is an open port all the year around, and shippers will refuse to have their wheat tied up at Fort William for 5 months.

Winnipeg, Man.—The recently incorporated British Empire Grain Co., A. P. Stewart, pres., and E. S. Jaques, sec'y., has succeeded the R. D. Martin Co., Ltd., with offices at Montreal, Winnipeg and New York. The Martin Co. has withdrawn from trade after 18 years activity, whereby it became one of the leading grain-exporting firms of Canada.

Fort William, Ont.—The Dominion Railway Commission has dismissed the complaint by the Dominion Millers Ass'n and the Manitoba Grain Growers Ass'n alleging excessive eltr. charges by the Canadian Pacific and Canadian Northern Rys. at this port. The Canadian Pacific produced books to show that it was losing money on the business some years. It was shown, however, that eastern eltrs. were handling and storing grain at less expense. The C. N. R. is clearing 8 per cent on its eltr. operation expenses which are 33 1-3 per cent of the gross receipts, while C. P. R.'s expenses were 60 per cent. The C. P. R. accounted for this by saying that they run five elevators while the C. N. R. have one large elevator. Judge Mabey remarked it made no difference how badly the C. P. R. managed its business so long as the loss fell on the stockholders and not on the public. So long as charges were reasonable it did not matter to the public if the C. N. R. was making money and the C. P. R. losing on the same business.

CHICAGO.

Will Parker has gone with Wightman & Neafus.

Private eltrs. have been busy turning our contract corn for July delivery.

Fred S. Lewis, formerly of the Northern Grain Co., has formed a connection with E. W. Wagner.

Emil Garneau, corn pit trader for Walter Fitch & Co., will go with Bartlett, Patten & Co. Aug. 1.

The old and disused eltr. at Englewood owned by the Rock Island Road was burned on the night of July 16. Loss, \$15,000.

The wife of Sidmon McHie, well known in bucket-shop circles, has recently been granted a divorce on the ground of desertion.

A rate of 8 cents on wheat from all stations on the Vandalia Railroad in Illinois to Chicago has been made effective July 19 and interstate Aug. 12.

The first car of new rye of this season was received July 23, from Illinois. It graded No. 3 and sold for 75c. The first car of last year was received July 16.

The first car of new oats of the 1909 crop was received July 19 by H. W. Rogers & Bro. from Lexington, Ill. On account of heating condition the oats were inspected no grade, weight 30 lbs., and sold at 44 cents.

I have no doubt the \$4,000,000 building will be decided upon. A modern office building such as is contemplated would more than support its expense, whereas now we are running about \$35,000 behind every year.—Pres. J. A. Bunnell.

The annual ball game for charity has been announced by H. J. Patten, H. C. Avery and Geo. F. Stone, to be played July 31 at the American League baseball park, Wentworth avenue and 39th street. Members of the Board of Trade will contest for baseball honors with prominent bankers for the benefit of the children at the Board of Trade summer cottages at Algonquin, Ill.

Membership in the Board of Trade has been applied for by Samuel J. Karger, Bernard J. Brennan, William H. Bander, Ezra Clifton Wing, Joel Alonzo Lee, and Edward De Witt Shumway. Transfer of membership has been applied for by Eugene A. Rang, Geo. A. Gleeson and George D. Rumbold. The directors recently admitted to membership Washington Flexner of Louisville and Sherman Saunders of Omaha. A membership sold, July 21, for \$2,425 net to the buyer.

Louis G. Squire, one of the oldest Board of Trade members, died at his Chicago residence July 16, aged 56. He was born in Philadelphia and came to this city when a small boy. After finishing school he took a position with the Board of Trade, of which he became a member 30 years ago. He has been connected with several firms; but in late years he has been the head of the commission firm of Squire & Lukins, which he founded. He is survived by his widow and a small son.

Arnot & Co. incorporated, capital stock \$50,000, fully paid; incorporators, A. W. Craven, F. H. Vercoe and E. M. Madden. The organization of this company is just being completed. S. P. Arnot has been elected pres. He was with the Updike Commission Co. from the inception of its business here until last fall, as sec'y and mgr., and will begin business under the new name Aug. 4, with offices in the Postal Telegraph bldg. A general commission business will be transacted, handling consignments of cash grain and executing orders for future delivery.

The brief by W. M. Hopkins, mgr. of the transportation department of the Chicago Board of Trade, on the proposed demurrage rules has been published in a pamphlet of 33 pages, showing that the uniform rules considered by the committee of the National Ass'n of Railway Commissioners will be in some particulars be objectionable to the grain trade. Mr. Hopkins urges the adoption of an average agreement rule of adjusting demurrage, and suggests that days when the Board of Trade is not in session should be excluded the same as holidays, in computing time.

All in-bound roads carry a rule applicable to Chicago locally providing that where the railroad for its own convenience furnishes a car larger than ordered by the shipper the minimum weight basis for the car ordered will be applied, provided that no greater amount of grain is loaded into the car than the maximum capacity of the car ordered by the shipper. If an amount of grain in excess of the capacity of the car ordered by the shipper is loaded the minimum weight applicable to the car supplied will be charged.—W. M. Hopkins, mgr. transportation department, Board of Trade.

A postal card vote by members of the Board of Trade show a large majority in favor of a 20-story building, regarding which the committee says: "Bonds could be floated for the face value of \$4,000,000 at 4 per cent, and the present bond issue of \$1,110,500 could be refinanced by 5 per cent bonds to be sold at, say, 96. The net income, after paying all expenses, would be from \$150,000 to \$180,000 per annum, which profit could be placed in a sinking fund for the retiring bonds." Another plan is for a tall office building on the Jackson boulevard frontage and no offices over the exchange room in the rear, at a considerably smaller cost. Plans for partly utilizing the old edifice have been abandoned.

Fraud orders have been issued against Chas. Ratzel, doing business as Chas. Ratzel & Co. Ratzel advertised that he had a sure system of winning in wheat, but inquirers were refused information until they would deposit \$100 as evidence of good faith. If winnings were made Ratzel got the deposit, but if the execution of orders showed a loss it was borne by the customer.

On Sept. 17 and 18 the members of the Chicago Board of Trade will entertain the members of the leading grain exchanges. At a meeting of the committee July 22, J. C. Murray was appointed permanent chairman; and other committees on program, entertainment and finance will be appointed later. Elaborate arrangements will be made for the entertainment of the invited guests. A large attendance is expected.

The Grain Shippers Club of Chicago was formed by thirty representatives of shipping firms who met July 19 at the Great Northern hotel. The purpose is to have the grain shippers act as a unit on matters of interest to them in a business way, while the interchange of ideas and social intercourse will be made prominent. The members anticipate having very pleasant meetings on the third Monday of each month and many of the leaders in the shipping business have joined the club, among them being C. B. Pierce of Bartlett, Patten & Co., J. C. Murray of the Quaker Oats Co., and E. L. Merritt. A. O. Mason was chosen pres., and W. G. Husband sec'y-treas.

The Big Four has canceled the rate of 7c per 100 lbs. on grain from stations in Illinois on its P. & E. division, Peoria to Beckwith. The cancellation of this rate has the effect of advancing the rates from these stations to Chicago from 2 to 5 cents per 100 pounds; rates hereafter will be made on the basis of Illinois distance tariff to nearest junction point plus the specific proportion of the thru rate from such junction point to Chicago. The junction points to be used for basing are: Danville, Bronson, Urbana, Champaign, Mansfield, Farmer City, Peoria, Le Roy, Bloomington, Pekin.—W. M. Hopkins, Manager Transportation Department, Board of Trade.

COLORADO.

Flagler, Colo.—W. H. Lavington will build an eltr.

Yuma, Colo.—N. S. Shannon of St. Joseph, Mo., has bot the eltr. of H. C. Hoch.

Denver, Colo.—The Colorado Milling & Eltr. Co., of which J. K. Mullen is pres. and gen. mgr., has bot the eltr. owned by the Struby-Estabrook Mercantile Co. and operated by the Denver Eltr. Co.

Lafayette, Colo.—The Longmont Farmers Mill & Eltr. Co. is planning to build a 3-story frame eltr. on the site of the mill that burned a few years ago. Mr. Holt, president of the company, has been here studying the situation. Steel storage tanks will be used and a feed grinding mill will be installed.

IDAHO.

Genesee, Ida.—The Genesee Farmers Union Warehouse Co., Ltd., has bot 8 lots of the C. E. Wood Co., whose plant burned May 6 with a loss of \$45,000, on which to build a wheat warehouse, 150x60 ft.; capacity 125,000 bus.; W. J. Meroy, pres.; James Nesbit, sec'y.

Boise, Ida.—The new grain commission has decided that a joint meeting with the commission of Washington should be held July 25 to establish the grades and warehouse charges on a uniform basis. Albert W. Lee, of Potlatch, has been elected inspector and is serving as sec'y of the commission.

Greer, Ida.—The stormy career of the Greer Rochdale Co., a farmers' co-operative concern, is apparently drawing to a close, as its lease on the warehouse of the Kerr-Gifford Co. has lapsed. It handled much grain and showed such profits on paper that the company had taken action to declare an 8% dividend, when it discovered that it had sustained a shortage of \$5,000 since the first of the year. The Vollmer-Clearwater Co. sued the Greer Rochdale because it could not deliver grain called for by warehouse tickets held by the V.-C. Co. Stockholders of the Greer Rochdale Co. then had John Hensel, the mgr., arrested on a charge of felony for selling grain from the warehouse for which he had issued receipts. This is the first suit brot under the grain law passed in 1907, holding any warehousemen guilty of felony who refuses or fails to deliver grain called for by warehouse tickets issued by his company. The law requires that grain shall be so piled and marked that the identical grain shall be delivered on presentation of the original warehouse receipts.

ILLINOIS.

Chesterville, Ill.—I have recently built an eltr.—J. A. Davis.

Mt. Zion, Ill.—Smith & Scott have succeeded W. S. Smith.

Allenville, Ill.—Morris & Stone have their eltr. about completed.

Taft, Ill.—Surface & Ensign of Magnolia are building an eltr. here.

Hull, Ill.—P. H. Cushman has completed his eltr. and is buying wheat.

Havana, Ill.—McFadden & Co. have bot a Hall Signaling Grain Distributor.

Lake Fork, Ill.—The Mansfield-Ford Grain Co. has bot the eltr. of F. W. Obermiller.

Longview, Ill.—A concrete foundation has been put in for the eltr. to be erected by J. W. Irwin.

Jacksonville, Ill.—The Strawn Crossing Farmers Eltr. Co. will install a Hall Signaling Grain Distributor.

Wapella, Ill.—The Rogers Grain Co. is putting a stone foundation under its eltr. and will lower the driveway and dump.

Nokomis, Ill.—I have been getting along nicely building my new eltr., and am ready for business.—Henry J. Nobbe.

Rochelle, Ill.—P. R. Diederich, for some time local agt. for the Neola Eltr. Co., has bot the eltr. He took possession July 6.

Glasford, Ill.—Alex. Lightbody and son Leslie have bot the eltr. and grain business of J. H. Maple to take possession Aug. 1.

Kankakee, Ill.—The burned transfer house of the Prairie State Eltr. Co. will be rebuilt. The loss has been settled at \$43,914 on the grain and \$55,000 on the building.

Utica, Ill.—The Brown-Danskin Co. of Minneapolis has taken over the grain business of Van R. St. John in exchange for a half-section of land in the Red River Valley, N. D. Mr. St. John will retire permanently from the grain business.

Manhattan, Ill.—M. P. Ferris of Reddick, Ill., has bot the eltr. of Hargreaves & Godel and will take possession Aug. 2. The sale was made by J. M. Maguire.

Bloomington, Ill.—The claim of T. E. Wells & Co. against the defunct Hawthorne Eltr. Co. for \$13,406 was heard July 12 by referee in bankruptcy R. L. Fleming.

Yorkville, Ill.—G. O. Corzine, the new mgr. of the Farmers Eltr. Co., was formerly assistant to J. A. Henebry, mgr. of the Farmers Square Deal Grain Co. of Morris, Ill.

Normandy, Ill.—B. M. Stoddard & Son of Minonk, Ill., who bot the eltr. here of S. C. Bartlett & Co., have begun to remodel the building. Roy Norman has been retained as mgr.

Springfield, Ill.—House Bill 706 providing that railroads must build switches to connect with tracks of shippers has been signed by the governor and is to be enforced by the state railroad commission.

Dunlap, Ill.—This eltr. has been overhauled from top to bottom and is now in first-class shape. A 20-h.p. engine has been installed with extra shafting to attach feed mill, also electric motor.—E. N. Shroyer successor to Easton & Co.

Dollville Sta., Henton p. o., Ill.—I am putting the engine on the end of my eltr., installing more machinery and building a shed. A barn, 3 acres of ground, store and residence are included in this eltr. property, that I am offering for sale or trade.—Edward McKee, Tower Hill, Ill.

Literberry, Ill.—A stock company of about 60 farmers, with J. W. Martin, A. G. Dunlap and S. H. Crum and others in the directorate, have bot the eltr. here of C. W. Savage & Son of Virginia, Ill. Mr. Savage built the eltr. about 10 years ago, and employed J. S. Hitchens as mgr.

Danville, Ill.—Asa Hathaway of Ridge Farm, who was indicted for embezzling \$8,000 from the National Eltr. Co., plead guilty in the circuit court in session here July 9, and was sentenced to the penitentiary for a term from one to ten years. He had used the money to speculate in wheat some weeks ago.

Cameron, Ill.—We have made extensive repairs to put our houses here and at Surrey in fine working order. They have never been in as good condition as at present. We have practically remodeled our house here and have installed in that at Surrey a new dump scale and have lowered the driveway 4 ft.—C. H. Anderson.

Congerville, Ill.—We are building a 25,000-bu. cribbed house. Bot the machinery from the Marseilles Mfg. Co. Putting in an Avery Automatic Scale of 1,500 bus. capacity and a 10-h.p. International engine. We are not installing a cleaner at present, but have room for one if wanted later. I have sold and will give possession to my successor, Leslie Reel, Dec. 1.—W. J. Rich.

Saybrook, Ill.—We do not expect to improve the eltr. we recently bot of J. E. Tjardes, probably not until next spring, as we have no time for improvements before oats will be on our hands. Business is running smoothly and we have fair prospects for a good year. Our company has a capital stock of \$10,000; \$4,500 of which was paid for this eltr., leaving a good working capital on hand.—A. Coon, mgr. Farmers Grain & Coal Co., recently incorporated by F. M. Meritt, Jacob Froelich and others; capital stock, \$10,000, \$6,475 paid up.

Cairo, Ill.—The Armour Grain Co. has leased the eltr. of the Illinois Central Railroad Co. hitherto operated by Bartlett, Patten & Co., and will handle corn and oats for the southeastern trade, with Joseph Stewart of Burlington in charge of the plant. C. C. Hogan of the Armour Grain Co. will look over the property with a view to making any changes in its equipment that may be required.

Champaign, Ill.—C. A. Dryer and his son Ervin had a narrow escape from death, July 15, in Urbana. Mr. Dryer's automobile was struck by a Big Four passenger train. He was just starting to cross the tracks when he saw the train. He says the wind prevented his hearing any sound the train made. He got the machine stopped just as the front wheels were on the track, told his son to jump and did so himself.

Pontiac, Ill.—S. W. Strong, sec'y of the Illinois Grain Dealers Ass'n, is actively promoting an exhibit of oats at the convention of the Illinois Corn Growers Ass'n next winter. Mr. Strong is sending out circulars which are being reprinted in the country newspapers urging growers to make a selection from the crop now approaching maturity, describing how to take a sample and preserve it and describing the classification of exhibits.

West Point, Ill.—The recently completed eltr. of Thos. Corbin & Co. is very conveniently arranged and equipped. They put in a small dynamo, capacity 300 16-c.p. lights, with which they light the town and also operate their eltr. by motor, doing away with all shafts and pulleys. They use the 15-h.p. throttle-controlled Fairbanks Engine. Capacity of eltr., 15,000 bus. Has a man-lift and an automatic dump.—George W. Cole, Bushnell, Ill.

Manteno, Ill.—W. J. West of West Bros. Grain Co. of Loda, Ill., has bot the eltr. here of Bartlett, Patten & Co., and had arranged to place in charge Charles Adams, who has been agt. for the Ill. Cent. at Loda for some years; but as Mr. A. suddenly suffered an attack of appendicitis requiring an operation, Mr. West has come on himself to take charge himself temporarily. This is the eltr. that became the center of a local flurry some weeks ago, by the loss of about \$5,000 of the \$7,000 his fellow citizens had entrusted to the agt. of Bartlett, Patten & Co., John McLaughlin, for speculation. Negotiations are also reported under way for Mr. West's purchase of the coal and lumber business Mr. McLaughlin conducted as a private enterprise in connection with the eltr.

Danville, Ill.—James Wilson, 28 years of age, until recently a partner in the grain firm of McConnell & Wilson, members of the Board of Trade, was found dead in bed at his home, July 9, by neighbors who had forced an entrance. A bottle half filled with carbolic acid lay on the floor nearby. For about a year Mr. Wilson had suffered much from an abscess in his head, and he is believed to have become despondent or demented in consequence. He sold his partnership on account of his ill health. A week before his death he went with his wife and 3-year-old son to Allerton, Ill., to visit friends, but returned, leaving his family there. Mrs. Wilson received a letter from him that roused her suspicion that something was wrong, and she immediately telephoned a friend in Danville to visit her home and investigate, which resulted in the distressing discovery.

Milla sta., Lostant p. o., Ill.—The gasoline engine at the grain eltr. of the Illinois Granaries Co. here flew to pieces July 12. A flying piece of metal struck a small tank of gasoline and started a fire which was put out with about \$600 damage. Fortunately for Agent Fred Zilm he was not in the engine house at the time, but in the eltr. The engine was of 11-h.p. and was completely wrecked. The cause of the accident is unknown.

Rochelle, Ill.—The oatmeal mill of Morris Kennedy, that has been closed several months on account of inability to get suitable oats for the grade of meal made, will be opened for operation next month. Mr. Kennedy has a contract with the Price Cereal Products Co. of Chicago to furnish 50,000 cases of meal put up in 1½ and 3-lb. packages, requiring about 150,000 bus. of oats, and the operation of the mill day and night for three months. Mr. Kennedy is installing a machine to manufacture the boxes in which the oatmeal will be packed.

INDIANA.

Bryant, Ind.—Bryant Grain Co. incorporated, capital stock, \$18,000.

Rushville, Ind.—We have succeeded Brown & Thompson.—Bell & Thompson.

Dale, Ind.—The Wallace Milling Co. has just installed a Hess Ideal Grain Drier.

Raub, Ind.—Jordan & Thompson have bot the plant of the Cleveland Grain Co., taking possession July 19th, 1909.

Auburn, Ind.—Wimer, Brown & Co. are operating the Vandalia Eltr. they recently purchased of H. C. Hoodelmeier.

Connersville, Ind.—John Carlos is scooping at Beeson's and Huber. The only regular dealer at Beeson's is J. R. Stafford.

Milton, Ind.—J. W. Brumfield operates a mill and ships no grain, as he has no switch. The only regular dealer is J. R. Stafford.

Morristown, Ind.—F. A. Mull of Rushville has bot the eltrs. here and at Gynneville, and Manilla, owned by the late M. C. Burt, and will operate them under the name of the Mull Grain Eltrs.—F.

Trafalgar, Ind.—Fire that started in new hay in the mow of the barn, July 3, destroyed the eltr. of Wm. Suckow of Franklin, containing 1,500 bus. of corn, also a dwelling house belonging to him.

Lebanon, Ind.—J. W. Witt and J. A. Hogshire have formed a partnership to operate the recently completed eltr., under the name of the Lebanon Grain Co., that will have nothing to do with the old eltr., which will continue under the management of Mr. Witt.

Roby, Ind.—E. J. Boselly, pres. of the Royal Baking Powder Co., says that when improvements costing \$500,000 are completed by its subsidiary, the American Maize Products Co., the company can double its output. The American Maize Products Co. acquired its plant here last year by the absorption of the Western Glucose Co.

Decatur, Ind.—Frank B. Seeley of Manton, Mich., has been here investigating prospects for a warehouse he is considering locating to handle and store grain and potatoes. He will buy the grain in this locality and ship potatoes in from Michigan. He was advised to come here by the G. R. & I. R. R. If he decides to locate here he will begin building within two weeks.

Evansville, Ind.—Ziliak & Schafer Milling Co., that owns large flour mill and elevators at Haubstadt, Ind., with offices in this city, has filed notice of the issuance of \$40,000 worth of additional stock.—C.

Evansville, Ind.—The Inglefield Milling Co., incorporated; capital stock, \$20,000. John G. Reiman, George Thiel and 8 others constitute the directorate. A company of the same name had flour mills and eltrs. at Inglefield and offices here. The Inglefield plant was sold recently at receivers sale for \$8,200 to satisfy a mortgage.—C.

Spencerville, Ind.—The contract for the new eltr. of L. W. Steward has been let to the Burrell Engineering & Construction Co. The house will be of cribbed construction, 26x28 and 48 ft. high and will have a capacity of 15,000 bus. in 7 bins. The equipment will include rope transmission, 12-h.p. gasoline engine, No. 4 Monitor Cleaner and 1,500-bu. automatic scale.

IOWA.

Cumberland, Ia.—F. Ross Johnston has succeeded W. F. Johnston.

Fonda, Ia.—Wm. Galbraith has been elected mgr. for the Farmers Eltr. Co.

Rake, Ia.—P. N. Peterson has been appointed mgr. of the Farmers Eltr. Co.

Kensett, Ia.—The Farmers Eltr. Co. has purchased an Avery Automatic Scale.

Galva, Ia.—Geo. Miller of Hanover is the new mgr. of the Galva Union Eltr. Co.

Manning, Ia.—The Doud Mfg. Co. has just completed a brick office.—E. G. Cool, Ft. Dodge, Ia.

Kanawha, Ia.—I took charge, July 7, as mgr. for the Farmers Co-op. Eltr. Co.—J. L. Shearer.

Hillsboro, Ia.—The Hillsboro Grain, Lbr. & Fuel Co. is building an eltr. near its new lumber shed.

Garrison, Ia.—Construction has begun with a strong force of workmen on the eltr. of the Stockdale & Dietz Co.

Bayard, Ia.—Daeges & Dozler have bot the Neola Eltr. here and will run it under the name of Templeton Grain Co.

Garden City, Ia.—The eltr. of the Farmers Grain Co. was struck by lightning recently; damage to building, \$300.

Hampton, Ia.—Lloyd Eslinger has succeeded his brother Hayes, resigned, as mgr. of the eltr. of the Moore Bros. Co.

Sioux Rapids, Ia.—C. C. Gruel has disposed of his grain business and other property here and expects to move away.

Hurley sta., Rockwell p. o., Ia.—C. E. Newell is building an eltr. at this station and has employed Frank Fox of Walker, Ia.

Belle Plaine, Ia.—Tappan & Crawford have succeeded the Western Eltr. Co. The firm is composed of E. A. Tappan and R. F. Crawford.

Faulkner, Ia.—Faulkner Grain & Mercantile Co., incorporated by P. F. McCarthy, Chas. Weber, Geo. Dentil and others; capital stock, \$50,000.

Osceola, Ia.—The damage to the crops from water is so great on the branch south of here we will close all but two of our eltrs.—H. W. Talbott.

Keokuk, Ia.—The S. A. Talbot Co. is building a 10,000-bu. eltr. at Beaconsfield, at Donnellson and recently has completed a 7,500-bu. eltr. at Milton. All on the C. B. & Q.

Grinnell, Ia.—The Farmers Eltr. Co. incorporated; capital stock, \$5,000; P. F. Mason, pres.; L. L. Woods, sec'y. An eltr. will be built if present plans are carried out.

Luther, Ia.—The Farmers Co-op. Eltr. Co., that recently bot the eltr. of the M. C. & St. P. Ry. Co., is repairing it. E. J. Cartwright is pres. and mgr. of the new company.

Calmar, Ia.—Mr. Ode, the banker who owns the eltr. operated by Meyer & Son, has let the contract to the W. N. Claus Co. to tear down and rebuild the eltr. into an up-to-date plant.

McCallsburg, Ia.—Mr. P. C. Hanson, a veteran grain dealer who has been in business here since 1896, died July 3 as the result of a wall of an eltr. he was helping to overhaul falling upon him.

Knoxville, Ia.—Wm. G. Snodgrass, mgr. of the grain and stock shipping establishment of Davis, Way & Co., suffered a stroke of apoplexy July 6 that rendered him speechless and perfectly helpless.

Des Moines, Ia.—A great display of small grain, corn and grasses grown in Iowa is contemplated at this city in November by the Iowa Corn Growers, Iowa Dairy and Iowa Horticultural Ass'ns.

Sioux Rapids, Ia.—John Isebrand of Sibley has traded a 160-acre farm for the property here of De Beer & Vanderberg. Oscar Eaton, a member of that firm, has been retained by the new owner as mgr.

Templeton, Ia.—The recently incorporated Chas. Dozler Grain Co. has succeeded the Templeton Grain Co. with general office here, a grain and coal business at Bayard, Ia., and a grain business at Defiance, Ia.—Chas. Dozler.

Coon Rapids, Ia.—J. J. Grosenbaugh, who recently bot the eltr. of D. J. Jenks, is wrecking the old eltr. and will build in connection with his other eltr. an up-to-date cribbed house, 20x30x40, of 15,000 bus. capacity.—E. G. Cool, Ft. Dodge.

Garrison, Ia.—Ed. Thompson is mgr. of the eltr. and coal business of the newly organized Farmers Grain & Lbr. Co. that recently bot the business of James Harwood & Sons and is now considering improvements. L. W. Greaser is pres. and S. I. Raymond, sec'y.

Chapin, Ia.—The recently incorporated Farmers Co-op. Eltr. Co. expects to get its new eltr. with flour and feed room attached, now under construction by W. N. Claus, completed by Aug. 15. Pres. N. J. Rhutasel, pres.; S. O. Crom, sec'y. Mgr. to be employed soon.

Oskaloosa, Ia.—The Blackford Co. is building a 11,000-bu. eltr. on the C. B. & Q. and installing a Victor sheller and a Cornwall cleaner, a corn crusher and a combination crusher and grinder, 1 General Electric 200-h.p. motor. A place for a man-lift is being provided.

Charles City, Ia.—The Hunting Eltr. Co. has sold its eltr. here to the Hart-Parr Co. which will raze the eltr. and use the site for a pleasure ground for its employees. This is one of the oldest eltrs. in Iowa, having been built on the Milwaukee when the first rails were laid.

Waukon, Ia.—J. B. Minert, the grain and coal dealer, died suddenly while playing a game of checkers with his business partner, F. J. Nagle, at his office in the evening of July 12. For years Mr. Minert had been prominent in business, and was at one time sheriff of Allamakee County. He was highly respected and his sudden death cast a gloom over the entire community.

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165 Board of Trade

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Cedar Rapids, Ia.—The Jackson Grain Co., which bot the E. D. Hamlin eltrs. on the Iowa Central at Martinsburg, Nugent, Ollie and Richland, is tearing down the house at Nugent and will erect a new up-to-date, eltr. 24x26x40 ft. It will contain a dump, scale, one leg and a gasoline engine. The eltrs. at the other stations are being overhauled, repaired and new gasoline engines installed.

Rock Rapids, Ia.—At a meeting of stockholders of the farmers eltr. company it was decided to continue the business another year at least to recoup the losses sustained the past two years. It is said the deficit is due to lack of support from patrons and lack of funds to hold grain for a favorable market. The line eltr. men have been paying well for grain the past two years and the farmers have been hauling to them instead of patronizing the farmers company. More stock has been subscribed to keep the eltr. going. Some of the other co-operative eltr. companies in Lyon County are said to be suffering from lack of support from the farmers.

KANSAS.

Selden, Kan.—The Wright-Leet Grain Co. has reopened its eltr.

Rock, Kan.—The eltr. of the New Era Mfg. Co. burned recently.

Oronoke, Kan.—The Lincoln Grain Co. is building an eltr. here.

Palco, Kan.—I am now out of the grain business.—J. E. Robeson.

Boyd, Kan.—E. J. Everleigh has bot a Hall Signaling Grain Distributor.

Robinson, Kan.—J. H. Dougan has succeeded F. H. Callen.—Kemper Grain Co.

Marysville, Kan.—A. I. Bain and F. W. Oakley are considering building an eltr.

Traer, Kan.—I am in the grain business again, am agt. for the Frank Real Co.—F. W. Hoobler.

Wilmore, Kan.—We have built a 12,000-bu. eltr. at this station.—Millers Grain Co., Hutchinson, Kan.

New Cambria, Kan.—The Shellabarger Mill & Eltr. Co. has bot the eltr. and coal yards of Wm. Gillman.

Haviland, Kan.—We are just finishing a 25,000-bu. eltr. here. Our main office is at Hutchinson.—Millers Grain Co.

Hope, Kan.—A. D. Martin, a grain buyer here some years ago, and a Mr. Liggett of Herington have bot the Santa Fe eltr.

Abilene, Kan.—One of the steel storage tanks being erected for the Abilene Milling Co. was badly damaged by a wind storm, July 11.

Mullinville, Kan.—The Liberal Eltr. Co. of Hutchinson bot out the Farmers Eltr. Co. at this point.—Millers Grain Co., Hutchinson, Kan.

Powhattan, Kan.—J. H. Kinnear and son, operating under the name of the J. H. Kinnear Grain Co., have bot the eltr. interest of R. L. Funk.

Lawrence, Kan.—The eltr. of the Bowersock Milling Co. was struck by lightning, July 6, but the fire was extinguished before much damage was done.

Monument, Kan.—I have sold my eltr. to what is known as the Monument Grain Co., consisting of C. E. Robinson of Lincoln, Kan., and J. A. Pribbel. I shall retire from active business and look after my farm interests.—J. A. Kyle.

Hutchinson, Kan.—Thirty dealers met here on the evening of July 7 at the call of Sec'y E. J. Smiley and discussed trade conditions and the crop prospects.

Woodston, Kan.—The Woodston Merc. & Shipping Ass'n, known as the Farmers Eltr. Co., has installed a new engine and new machinery in the cleaning department.

Narka, Kan.—The Lincoln Grain Co. of Lincoln, Neb., bot the eltr. here of the Home Grain Co. of Kansas City, Mo., and took possession July 1.—F. L. Crain, agt. Wright-Leet Grain Co.

Burlingame, Kan.—The Burlingame Grain & Eltr. Co. has been organized with a capital stock of \$15,000; Robert Elmore, pres.; E. J. Williams, sec'y and treas.; L. A. Dutton, general mgr. The company will start work on a new eltr. Aug. 1.

Grenola, Kan.—The Grenola Mill & Eltr. Co. has let the contract for an eltr. to R. M. Van Ness; machinery including a Witte Engine, Wilford Roller Mill, Howe Scales, passenger eltr. and rope drive to be furnished by the York Foundry & Eng. Works.

Anthony, Kan.—In addition to its new storage eltr. of circular reinforced concrete tanks, 22½ ft. in diameter and 54 ft. high, to increase its capacity to 150,000 bus., the Kramer Milling Co. is putting down a 100-ft. bottle shaped well for additional water supply.

Pratt, Kan.—I resigned my position with the O'Neil, Kaufman & Pettit Grain Co. at Haviland and was succeeded by Mr. Brown. I have taken a position here with the Farmers Union Grain Co. The Pratt Mill & Eltr. Co. has its new eltr. completed.—Chas. Cooper.

Morrowville, Kan.—A new eltr. is under construction for the Farmers Eltr. Co. R. M. Van Ness has the contract. Complete equipment of machinery including Barnard & Leas Cleaner, Howe Scale, and passenger eltr. furnished by the York Foundry & Eng. Works.

Mulvane, Kan.—E. P. Desmaris of Englewood, Kan., has traded 2,640 acres of land valued at \$50,000 to Nessley & Rucker for the property of the Mulvane Mill & Eltr. Co. and will move here to conduct the mill and the eltr. business. The mill, capacity 150 bbls., will be remodeled; eltr. capacity 40,000 bus.

McPherson, Kan.—Colburn Bros. have purchased the five eltrs. on the Santa Fe at Conway, Galva, Windom, Little River and Mitchell, owned by the J. Sidney Smith Grain Co. and known as the Parker line, because formerly owned by the Parker Grain Co. The Smith Co. recently repaired them, put them in shape to handle a large quantity of grain and placed them in charge of Thos. C. Dick, who made the deal to the Shellabarger Co.

Topeka, Kan.—The schedule of freight rates as provided by the legislature in the maximum freight rate law becomes effective July 1. For a distance of 50 miles the old rate was 8c; for 100 mi. 10c, and for 400 mi. 19c; the new rates are: for 50 mi. 7c; 100 mi. 9c, and for 400 mi. 15c. On other grain the rates are reduced from 6½ to 5½c for 50 mi.; 8½ to 7c for 100 mi.; and from 17 to 14c for 400 mi. This means a reduction of about 2½c per 100 lbs. from the western part of the state, but no reduction in rates east of the sixth principal meridian.—E. J. Smiley, Sec'y Kansas Grain Dealers Ass'n.

Topeka, Kan.—The state grain grading commission will meet July 27 at the office of the governor to establish grades; and grain dealers and millers are invited to be present. The question of classifying hard turkey wheat by itself will be taken up, Governor Stubbs having received many letters urging the establishment of the new grade. The commission is composed of G. W. Glick, J. G. Maxwell and Thos. Page.

Topeka, Kan.—In addition to the criminal prosecution the state has instituted civil suits against John H. Radford, former grain inspector to recover an alleged shortage of \$9,442 in his accounts. In the first count it is alleged that Mr. Radford misappropriated \$2,524.95 between May 1, 1903, and May 1, 1904. The second count charges the defendant with embezzling \$3,359.35 from May 1, 1905, to May 1, 1907. The last count alleges that \$3,559.20 is missing from May 1, 1907, to May 1, 1909. Besides a recovery on the given counts, the state asks 6 per cent interest on the funds, which brings the total amount up to \$9,442.40. The United States Fidelity and Guarantee Co., which bonded Mr. Radford, is made a codefendant. The suit is an attachment proceeding, and the Kansas Trust Co. filed an indemnity bond in the sum of \$20,000 in behalf of the state.

WICHITA LETTER.

The "Alfalfa Leaf" is a clever 4-page circular gotten up in breezy style advertising the business of the American Alfalfa Food Co.

The Watson Mill Co. has the foundation laid for a new steel storage tank, rectangular in shape, located to serve as a fire wall between the mill and the eltr.

A supervisor of weights will be appointed by the Wichita Board of Trade and a weighing department established to furnish official weights. The department will be headed by Sec'y J. S. Macauley.

The new treas. and sec'y of the Board of Trade are E. K. Nevling and J. S. Macauley, who have succeeded Hiram Imboden and David Heenan respectively. The two new directors are F. C. Dymock and J. W. Craig.

J. E. Ivens, formerly mgr. of the W. T. Shute Grain Co., has organized the Security Grain Co. to do a general wholesale grain business. Offices in the Sedgwick Bldg. Mr. Ivens has an extensive acquaintance among grain shippers of the Southwest.

C. R. Wilkies, who has been in the Kansas City office of the Norris Grain Co. for the past year, comes here as local mgr. for the firm, to succeed S. H. Miller recently transferred to the Kansas City office. Before going to the Norris Co. a year ago Mr. Miller was with J. D. Peppard, the seed man, and became thoroly conversant with grain and seed affairs in the Southwest.

J. C. Robb has taken a position with J. Sydney Smith & Son of Kansas City as mgr. of that firm's domestic business. Mr. Robb has been identified with the grain business of Kansas and Oklahoma for the past 15 years. He came to Wichita from Kingfisher five years ago and built up a prosperous business. He will continue his grain interests here under the management of Gordon Oldham.

KENTUCKY.

Paris, Ky.—E. F. Stear & Son are installing an Hess Ideal Grain Drier, car load a day size.

Lexington, Ky.—Emmett Gough of Newport has been appointed temporary receiver of Freeman & Linnig, dealers in grain and feed.

LOUISIANA.

New Orleans, La.—The first sack of new rice was received July 10, shipped by W. J. Wallett of New Iberia. It was bot on the Board of Trade for \$10 by E. J. Ernst of Ernst & Desforges.

Lafayette, La.—We have contracted with the Marseilles Mfg. Co. for a corn shelling outfit and expect to handle considerable corn the coming season in the way of unloading, shelling and reloading into car for customers.—Peoples Cotton Oil Co.

Alexandria, La.—The Alexandria Mill & Eltr. Co. will establish a large export grain and feed eltr. here. The plant will cost about \$30,000; daily capacity, 1,500 sacks of corn chop, 75 bbls. corn meal, 300 sacks mixed feed and 200 sacks of bran and shorts. A. V. Neilson, pres.; A. Ahel, sec'y.

Shreveport, La.—A milling company at this city has petitioned the state railroad commission for the establishment of a schedule of rates based on the rates of the Texas railroad commission for the milling in transit of corn. If the privilege is granted the company will engage in the business of shelling and shucking corn to be forwarded to destination at the balance of the thru rate.

Tallulah, La.—Board of Trade members are endeavoring to organize a company to build a rice mill. W. R. Span, mgr. of the Madison Cotton Oil Co., has been appointed chrm. of a committee to solicit stock and correspond with manufacturers of rice mill machinery. This vicinity has about 35,000 acres of the best of rice land and no mill within 150 miles. J. T. McClellan, pres. of the 5th La. Levee Board, and one of the largest planters in this parish, is also much interested in the project.

Baton Rouge, La.—The Louisiana Railroad Commission on July 27 will hear all parties interested upon the adoption of a mileage tariff of rates on corn and oats, native grown and transported by railroads in the State, and the commission offers a tentative tariff, showing the proposed rate on single line and joint shipments. The table shows the rate for ten miles, and under, to be 4 cents for single shipment and 5½ cents for joint shipments, both having a maximum rate for over 170 miles of 12½ cents on joint shipment over 200 miles, the rate is obtained by adding a differential shown in the circular. Rates on less than carloads shall be made by adding 12½ cents per 100 pounds to carload rate. The Texas and Pacific, Morgan's Louisiana and Texas, Louisiana Railway and Navigation Co. and Colorado Southern, New Orleans and Pacific roads are allowed to add twenty miles for Mississippi river transfer. Minimum weights are fixed at 24,000 pounds for corn in the ear and 30,000 pounds for shelled corn, or 10 per cent less than marked capacity of car if over those figures.

MARYLAND.

Baltimore, Md.—T. Murray Maynadier, for many years a member of the grain and feed commission firm of Jas. J. Corner & Co., has withdrawn from the firm and is conducting a grain, hay and feed commission business on his own account.

Baltimore, Md.—A campaign against the exorbitant switching charges levied by the railroads at this city has been begun by the Chamber of Commerce.

Baltimore, Md.—Delegates from various business organizations of the city held a conference July 13 to consider the establishment of a traffic bureau and the employment of a manager to centralize freight matters.

MICHIGAN.

Jeddo, Mich.—The Richmond Eltr. Co. will build an eltr. here.

Tecumseh, Mich.—The Wm. Hayden Milling Co. is building a steely storage tank.

Findley, Mich.—I have succeeded W. Walter.—Raymond Wright, Burr Oak, Mich.

Detroit, Mich.—Standard oats have been made a contract grade by the Detroit Board of Trade.

Cadillac, Mich.—The Alma Grain & Lbr. Co. will open a branch here with John Kneeland in charge.

Onsted, Mich.—The Onsted & Kerr Co. incorporated to carry on a general grain business; capital stock, \$28,000.

Byron, Mich.—W. F. Close is preparing to put up another eltr. That of F. E. Close & Co. burned May 25; loss, \$40,000.

Lakeview, Mich.—Wm. Coverdale, who has been with the Millington Grain Co., has taken the management of the eltr. here.

Lansing, Mich.—The ninth annual meeting of the Michigan Hay Ass'n will be held in this city Aug. 4 and 5; headquarters at Hotel Downey.

Lakeview, Mich.—Wm. Coverdale, who has been connected with the Millington Grain Co., has accepted the management of the Lakeview Eltr.—B.

North Adams, Mich.—Eber C. Williams has bot the interest of his father, A. Williams, in the grain and coal business of A. Williams & Son. Mr. Williams, who retires, expects to take life easy.

Valley Center, Mich.—The Richmond Eltr. Co. has bot the grain and bean eltr. and warehouse of the Valley Center Co., formerly operated by L. Lovejoy, who will manage the eltr. for the new owner.

De Witt, Mich.—Geo. W. Elliott of Lansing, will soon begin the construction of a 5,000-bu. bean eltr. at this point. Improved machinery will be installed and Mr. Elliott will have private cars to handle his beans.

Brown City, Mich.—The Richmond Eltr. Co., that recently took over the grain and bean eltr. and warehouse of the Brown City Grain Co., has organized a new company to operate the plant, with a capital of \$30,000.

Detroit, Mich.—A. E. O'Donnell, formerly of Dumont, Roberts & Co., has brot suit against Arthur S. Dumont, head of the firm, to recover \$30,000 damages, alleging he was induced to sell his interest in the firm for \$8,000 on the representation that the firm was losing money, when it was in fact prosperous.

Marlette, Mich.—The Richmond Eltr. Co., that recently bot the property here of the Matthews Mlg. & Eltr. Co., has also purchased the eltr. of the H. W. Wilson Co. and has organized a new company with a capital of \$40,000 to operate these eltrs. The grist mill in connection with each of the eltrs., which were included in the deals, have been disposed of to other parties.



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Dryden, Mich.—In building the eltr. of Wm. McCallum, the scaffolding on one side projected about two feet over the adjoining property, the owner of which knocked the scaffold down and chopped a ladder to pieces the other evening before retiring to rest.

Detroit, Mich.—It is the opinion of many local grain dealers and brokers that but little of the new wheat crop will find its way to the seaboard. It is asserted that bins in the different eltrs. about the state were never scraped so low as at present and for this reason the country eltrs. and mills will take care of most of the grain raised in their immediate neighborhood. In fact, there has been a rumor on 'change this last week that grain dealers in the vicinity of Kalamazoo had contracted for all the grain raised in the county and surrounding ones at \$1.25 a bu. Detroit dealers did not give the rumor much credence at first but personal letters from dealers in that district state one or two commission men contracted on that basis. Local dealers cannot see how Kalamazoo men could make it pay.—B.

MINNESOTA.

Badger, Minn.—The farmers' eltr. company will buy or build.

Foley, Minn.—The Foley Mill & Eltr. Co. has begun building its eltr.

Amboy, Minn.—The eltr. of the St. John Grain Co. will be closed for a few weeks.

Graceville, Minn.—Thos. Maxwell is the new grain buyer for the Northwestern Eltr. Co.

Burr, Minn.—M. A. Mortenson has resigned as mgr. for the Farmers Eltr. & Supply Co.

Wanamingo, Minn.—Herman Naeseth has succeeded Chas. O. Roe as mgr. for the Farmers Eltr. Co.

Frazee, Minn.—James Woodard has succeeded W. L. Esher as local agt. for the Monarch Eltr. Co.

Pelican Rapids, Minn.—An addition will be built to the eltr. of the Farmers Co-op. Warehouse Ass'n.

Clara City, Minn.—John Stutelberg will take charge of the eltr. of the Northwestern Eltr. Co., Aug. 2.

Campbell, Minn.—Merle C. Green will begin work as local agt. for the Osborne-McMillan Eltr. Co., Aug. 2.

Gaylord, Minn.—John G. Barger will succeed A. J. Rignell, resigned, as local agt. for the Pacific Eltr. Co.

Echols, Minn.—The eltr. of Greig & Zeeman is closed and an addition will be built before it is reopened.

Truman, Minn.—The Farmers Eltr. Co. has decided to install an automatic scale, and will retain W. J. White as agt.

Darwin, Minn.—The Duluth Eltr. Co. is repairing its house and will install a gasoline engine to replace the old horse power.

Kasota, Minn.—The Kasota Eltr. Co. J. J. LaDue, mgr., has given an order to J. J. Gerber to equip the eltr. with Gerber spouting.

Pennock, Minn.—Pennock Farmers Eltr. Co. incorporated with a capital of \$25,000 by J. P. Larson, A. J. Morris, J. L. Jarrett and others.

Benson, Minn.—Harry Argall, local agt. for the Northwestern Eltr. Co. for the past two years, has been promoted to the position of traveling inspector.

Duluth, Minn.—C. H. Gordon, who has had charge of the office of Lamb, McGregor & Co., has resigned and will be associated with Kenkel, Todd & Co.

Atwater, Minn.—Directors of the Farmers Co-op. Eltr. Co., F. C. Peterson sec'y, have been considering sealed proposals for the position of grain buyer at their eltr.

Little Falls, Minn.—The eltr. of the Monarch Eltr. Co. has been given a general overhauling to be ready for business Aug. 1, with John Billstein again in charge.

Luverne, Minn.—The Luverne Co-op. Eltr. Co. has appointed E. J. Keenan, a former agt. for the Hubbard & Palmer Co., mgr. for the coming crop year, to take immediate charge.

Hallock, Minn.—M. J. Kraemer, who has had charge of the eltr. of the Woodworth Eltr. Co. for the past year, will move to Parkers Prairie to manage an eltr. for the same company.

Lafayette, Minn.—John F. Carlson, who recently bot a quarter interest in its house, is the new buyer for the Erickson Eltr. Co.—Anton Malenberg, sec'y Lafayette Farmers Eltr. Co.

Belview, Minn.—The Farmers Grain & Fuel Co. has decided to build a large corn crib in connection with its grain warehouse, as it expects to handle much more corn this year than last.

Barnesville, Minn.—At the recent annual meeting of the Farmers Eltr. Co. it was decided to install an additional scale and conveyor. Ole N. Lee was elected pres.; Ole Larson, sec'y.

Lynd, Minn.—The recently incorporated Lynd Farmers Eltr. Co. has rented the eltr. of the Northwestern Eltr. Co., taking possession July 15. Claus Larson of Maynard will be grain buyer.

St. Paul, Minn.—Robert C. Wright, former sec'y of the Chicago Gt. W. Ry., and C. O. Kalmann formerly auditor, will go into the grain business in this city and have applied for membership in the Minneapolis Chamber of Commerce.

Morton, Minn.—Shortly before it burned, July 3, farmers had obtained an option on the eltr. of the Security Eltr. Co., with the intention of buying it as soon as a company could be organized. The Security's loss was nearly covered by insurance.

Nerstrand, Minn.—While shingles from the roof of the C. G. W. depot were being burned recently, a sudden change of wind sent flames against the eltr. of E. E. Bulen, and only the prompt arrival of the fire department saved the house.

Stewartville, Minn.—The Farmers Eltr. Co. has retained H. W. Shulze as mgr. with increased salary, has bot a new 11-hp. Foos gasoline engine and a Richardson Automatic Scale and will install two new eltr. legs and a rope drive. F. C. Thomas, who has been agt. here for the W. W. Cargill Co. for the past 15 years, has resigned to go to Colorado and engage in ranching.

Good Thunder, Minn.—R. L. Houk has let the contract to L. O. Hickok & Son for a 25,000 bus, cribbed eltr. with full basement. It will be equipped with a 15-hp. Foos Gas Engine, Barnard & Leas Scourer, Separator, Victor Sheller, a 1,000 bu. Sonander Automatic Scale, New Era Manlift, Fairbanks Dump Scale, and other machinery. It will be roofed and sided with galvanized iron.

Murdock, Minn.—Murdock Farmers Eltr. Co. incorporated by R. Reynolds, Leonard Bergstrom, C. A. Larson and others; capital, \$25,000. This is the company that recently bot the eltr. of E. E. Smith.

Herman, Minn.—The recently organized Farmers Market Co. has bot the eltr. known as the P.v of the Duluth Eltr. Co. and will make necessary repairs. The new company will handle fuel in addition to grain and grain products.

Duluth, Minn.—While working at the top of the new Eltr. D of the Consolidated Eltr. Co., July 16, Charles Ward, 29 years old, unmarried, lost his balance and fell almost 200 ft. to instant death. He was attempting to cross from one side of the building to the other on a narrow beam. He was an exceptionally good worker.

MINNEAPOLIS LETTER.

John Horace Ball has applied for membership in the Chamber of Commerce.

Tod W. Lewis has been admitted to partnership in the firm of C. E. Lewis & Co.

I think the reports we are getting from the country are almost too good to be true.—Geo. Harper.

George Shannon, formerly in the cash grain department of Marfield, Tearse & Noyes is now in the general grain and feed business at Armory, Wis.

We have had a good year and the prospects are fine for another. We are a new firm but we are more than pleased with the business we have secured.—P. B. Getchell.

Don't think we will have any better business this year than we had last. If a man had a lot of wheat stations up North and the hot winds doesn't strike it he might do more business.—E. J. Skewis.

The International Sugar Feed Co. will have two new concrete buildings erected, a warehouse 70x200 ft. and an addition to its eltr. 60x90, to cost \$100,000 and afford storage capacity for 350,000 bus. of grain. Haglin & Stahr have the contract, work to be finished by Oct. 1.

The Minneapolis Hay Exchange has voted to accept the quotations of the new St. Paul Hay & Grain Board as official. The 11 members of the new organization have been denied the right to do their weighing on the St. Paul Board of Trade scales and have rented scales for their exclusive use.

Clarence D. Tearse of Marfield, Tearse & Noyes, who has been active on the floor of the Chamber of Commerce for some years, will sever his connection with the grain business, Aug. 1, and will move to International Falls, where he will have charge of the lumber interests of the Backus-Brooks Co.; but there will be no change in the firm name of Marfield, Tearse & Noyes.

W. L. Beaton, formerly manager of the Duluth Eltr. Co. has been appointed sec'y of the Tri-State Grain Dealers Ass'n and is just opening offices in 327 Chamber of Commerce Bldg. He says it will be the object of the Ass'n to promote the interests of the shippers by assisting them in collecting claims, and in looking after their interests, both at the terminal markets and country shipping stations. Mr. Beaton has had 20 years experience in the grain business and will be able to enlighten the members of his Ass'n on many points.

Receivers hear much about help fam-ines in the producing districts of the Northwest. It is not now a question of what the harvest will be but who will the harvesters be. The two-cent rate law in the state prohibits the railroads from supplying labor as they have done heretofore so the farmer has to shift for himself in the hunt for labor.

Sherman R. Norris, mgr. of the Minnesota Grain Indemnity Co., who disappeared after alleged defrauding of 436 investors, has been found living under an assumed name. He is believed to have hidden part of the \$125,000 put in by dupes. His prosecution is said to be difficult as he wrote no letters and made no written promises of any kind.

The annex to the Chamber of Commerce will not be finished Aug. 1, but it is expected however that by the middle of next month grain dealers may move into it. Those on the south side of the old building are complaining because their good light has been shut off. Every office in the annex has been rented.

MISSOURI.

Mercer, Mo.—A. A. Alley of the Alley Grain Co. will build an 8,000-bu. eltr. here.

Forker, Mo.—The O. A. Talbott Co. of Keokuk has completed a 7,500-bu. eltr. here on the C., B. & Q.

St. Louis, Mo.—The St. Louis Forage & Supply Co. incorporated to deal in grain, hay and feed; capital stock, \$5,000.

Centertown, Mo.—The recently organized Mahan Mfg. & Eltr. Co. will spend about \$50,000 building an eltr. and improving the property bot of the Centertown Milling Co.

St. Louis, Mo.—The S. S. Carlisle Commission Co. incorporated to deal in grain, hay and seed; capital stock \$30,000, one-half paid; incorporators, W. B. Christian, F. E. Wheeler and John K. Lord, Jr., of this city and S. S. Carlisle of Omaha.

Kansas City, Mo.—James C. Robb of the firm of J. Sidney Smith & Son, has purchased the Board of Trade membership of C. M. Boynton. The membership of the late T. W. Russell has been transferred to his son, James N. Russell of the Russell Grain Co.

Kansas City, Mo.—Chas. V. Fisher, who has been with the Pierson-Lathrop Grain Co., is at the head of the Kansas City firm that will do a general receiving and shipping business, making a specialty of the mill order trade, under the name of the Fisher Grain Co. Mr. Fisher has a wide acquaintance among grain dealers in the Southwest.

Kansas City, Mo.—Judge Latshaw in the criminal court, July 15, decided that the stamp tax of 25 cents on all grain exchange transactions was valid. The Board of Trade will appeal to the supreme court. Since the law was enacted two years ago, the tax has been paid into a fund to be handed over to the state in the event the law is sustained by the courts.

Kansas City, Mo.—W. J. Graham, for several years supervisor of inspectors for the Kansas grain inspection department, has been appointed chief sampler for the Kansas City Board of Trade to fill the vacancy caused by the resignation of Jos. Hiddleston, who will take charge of the country eltrs. for the Moses Bros. Mfg. Co. of Great Bend, Kan., during the coming season.

St. Joseph, Mo.—N. S. Shannon, pres. of the Shannon Grain Co. and mgr. of the Elwood Grain Co., has purchased all the eltrs. owned by Gregg Bros. for \$27,500 paid to the Gregg heirs. The eltrs. are located on the Grand Island R. R. at Glenville, Edgar, Belvidere, Carlton, Alexander, Davenport and Bremen, Neb. Omaha grain men were eager to buy these houses to get grain shipments from that territory to the Omaha market, so lively bidding resulted.

St. Louis, Mo.—Members of the Merchants Exchange have been warned to adhere to the established rates of commission in the following communication from Pres. Scharff: It has come to the knowledge of the board that section 12 of rule IV, covering commission rates on options to members, is being abused. It is not the desire of the board to take snap judgment or to proceed without a general warning to the speculative trade, and take this occasion to remind all interested that the minimum rate to members is 1-16 cent, except where a customer executes a trade himself. To avoid any misunderstanding the board will not hold as a violation a charge of \$2.56 on each 5,000 bus. where a member executes one end of the trade and the commission merchant the other.

MONTANA.

Moore, Mont.—Theodore Terburne will be mgr. for the Western Lbr. & Grain Co.

Yates, Mont.—When the new eltr. now under construction for the Cargill Eltr. Co. is completed C. E. Baur will be its manager.

Great Falls, Mont.—The Rocky Mt. Eltr. Co., recently organized by principals in the Washburn-Crosby Co., with headquarters here, has already built eltrs. in Montana at Cascade, Belt, Conrad, Collins, and Mendon, and will erect others of about 40,000 bus. capacity each at Spionkop, Dover, Stanford and Moccasin.

NEBRASKA.

Hadar, Neb.—G. F. Lierman is having a 20,000-bu. eltr. erected.

Lodgepole, Neb.—Persinger & Jewett will build a 20,000-bu. eltr.

Miller, Neb.—I am not in the grain business any more.—B. R. Noyes.

Huntley, Neb.—The Foster Grain Co. has reopened its eltr. that closed last March.

Wauneta, Neb.—The eltr. of the Updike Grain Co. has been repaired in general.—C. Cadwell.

Hoskins, Neb.—The Holmquist Grain & Lbr. Co. has bot the 15,000-bu. eltr. here of W. S. Deal.

Wabash, Neb.—The Stromer Grain Co., whose mgr. is Bird Critchfield of Lincoln, has bot an eltr.

Alda, Neb.—The Conrad Grain & Eltr. Co. will operate the eltr. of the Farmers Co. for another year.

Juniata, Neb.—The Juniata Grain & L. S. Ass'n has completed its 20,000-bu. eltr. at a cost of about \$5,000.

Mitchell, Neb.—H. Paris has moved here from Aurora to take charge of the eltr. of the Aurora Mfg. Co.

Western, Neb.—The new eltr. of the W. T. Barstow Grain Co. has just been completed by W. H. Cramer.

Jackson, Neb.—The Saunders-Westrand Co. of Omaha has bot the eltr. here of the Sioux City Grain & Lbr. Co.

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Each book contains 50 contracts, numbered in duplicate, printed on bond paper, size 12x4 1/2". If you contract for grain you can not afford to be without these blanks.

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255 La Salle Street, CHICAGO, ILL.

Omaha, Neb.—Merriam & Holmquist have material on the ground ready to begin the erection of their new 500,000-bu. eltr.

Bartley, Neb.—The Farmers Shipping Co. has bot of the York Foundry & Eng. Works a 750-bu.-per-hr. Avery Automatic Scale.

Heartwell, Neb.—I have rented the eltr. formerly operated by N. M. Hawes, and will operate it this coming year.—Jno. D. Jones.

Hastings, Neb.—The Updike Grain Co. is overhauling its eltr. on the St. Jo. & G. I., which it has leased to the Farmers Co.—C. Cadwell.

Walthill, Neb.—The Holmquist Grain & Lbr., Co. of Oakland, Neb., bot the eltr. here of the Sioux City Grn. & Lbr. Co.—J. C. Brown, agt.

Belgrade, Neb.—The Farmers Grain & Live Stock Co. bot the eltr. of the Trans-Miss. Grain Co. and took possession July 1.—O. C. Beaman, mgr.

Omaha, Neb.—The Nebraska-Iowa Grain Co. has let the contract to the Burrell Engineering & Construction Co. for a 100,000-bu. addition to its eltr.

Nickerson, Neb.—The Holmquist Grain & Lbr. Co. has bot the 15,000 and the 20,000-bu. eltrs. here and at Rosalie of the Sioux City Grain & Eltr. Co.

Lincoln, Neb.—Was relieved at River Sioux, Ia., June 4, by A. B. Cady of Lincoln, Neb. Am now at the terminal eltr. of the Updike Grain Co.—H. E. Scott.

Mitchell, Neb.—I will be out of the grain business here, but will be in again at Buffalo, Wyo., after first of year.—F. M. Raymond, formerly agt. Aurora Mlg. Co.

Nebraska City, Neb.—The Kingalfa Mills have ordered from the York Foundry & Eng. Works their fourth Avery Automatic Scale, also an 8x22 Howe Wagon Scale.

Heartwell, Neb.—I have succeeded W. E. Lambert as mgr. for the Shannon Grain Co. He goes to Wray, Colo., to take charge of an eltr. for the same firm.—Chas. N. D. Avery.

De Witt, Neb.—The Wright-Leet Grain Co. is again operating its plant and the Ewart Grain Co. will soon begin receiving grain after some months of inactivity by both companies.

Marquette, Neb.—The Marquette Eltr. Co. incorporated by Henry Smith, W. W. Pugh, F. W. Karr and others; capital stock, \$20,000. Indebtedness shall not exceed 60% of paid-up stock.

Central City, Neb.—All machinery and supplies for the new eltr. of the Farmers Eltr. Co., E. H. Cramer contractor, including Howe Scales and Witte Engine, will be furnished by the York Foundry & Engine Works.

Hubbell, Neb.—Farmers have organized a company and have let the contract to G. H. Birchard for a 15,000-bu. eltr. S. D. Brown, pres.; D. J. Baldwin, sec'y. and treas. The Burlington has promised a site and a track.

Octavia, Neb.—Our company has done some repairing to its eltr.; and the Updike Grain Co. has put a concrete foundation under its eltr., also a cement floor and a waterproof pit.—L. M. Cook, agt. Trans.-Miss. Grain Co.

Ansel, Neb.—The Farmers Shipping Ass'n has let the contract for a new eltr. to E. H. Cramer; complete machinery equipment, including a Witte Engine and Howe Scales, to be furnished by the York Foundry & Eng. Works.

North Bend, Neb.—The new 20,000-bu. cribbed eltr. of the North Bend Grain Co. will be equipped with Fairbanks machinery, automatic scales, Eureka Cleaner, Fairbanks Type-registering Wagon Scale. W. H. Cramer has the contract.

Alma, Neb.—The Alma Alfalfa Meal Mills, the property of the Kansas City Hay Co., burned near midnight, July 3. The frame structure was partly filled with dry hay and it was impossible to save any part of the plant. Loss, \$9,000; insurance, \$5,200, \$1,000 of which was on stock.

Seward, Neb.—A subscription list has been started to place shares for a new company to be called the Seward Cereal & Alfalfa Mlg. Co., to change the oatmeal mill into an alfalfa mill with the production of corn cereals as an adjunct; capacity, 20 tons daily. As soon as \$25,000 has been subscribed work will begin.

Omaha, Neb.—The contract we let to the Leonard Construction Co. calls for a fireproof structure with brick exterior and floors and roof of reinforced concrete. The plant will be sprinkled risk equipped with up-to-date fire pumps. The main building, 120 ft. long and 56 ft. high, will have on one side, on a level with the first floor, two C. B. & Q. tracks, each 750 ft. long. On the other side will be two Union Pacific tracks, each 600 ft. long, the car level being even with the first floor; therefore, the building on the C. B. & Q. side will be 4 stories and a basement and on the U. P. side will be 5 stories. The character of the ground gives especially favorable facilities for gravity handling of grain into the eltr. and also for loading feed and meal in and out. The grain eltr. will be about 80 ft. high; the working house, about 36 ft. long by 24 ft. wide. Six reinforced concrete tanks will provide storage capacity of 50,000 bus. All the eltr. will be of reinforced concrete and the very best type of construction. In addition to the trackage before mentioned we have a strip of ground 54x750 ft., which gives the entire plant 4,950 ft. of trackage. On this extra strip of ground will be placed the power department consisting of an engine house and a boiler house with brick walls and reinforced concrete roofs. A new engine electrically connected will be installed; bids for the same are now under consideration. The entire plant will be operated by a large generator in the engine house, each machine being motor connected. In addition to the steel storage not destroyed in the fire we shall build a large reinforced concrete tank with a capacity of 2,000 liquid tons. This tank will serve for the foundation and basement for another building, the details of which have not yet been completed. We are considering a number of propositions from country towns where alfalfa mills are desired, so we have not completed our plans for the alfalfa-grinding end of our plant. We have also had the output of a number of mills offered us, and we may yet decide to close with several of the mills already built.—M. C. Peters, pres. M. C. Peters Mill Co.

NEW YORK.

Syracuse, N. Y.—The annual meeting of the New York State Hay Dealers Ass'n will be held in this city Aug. 9 and 10.

Liberty, N. Y.—The upper story of the grain and feed store conducted by C. A. Shaw burned recently; loss, \$15,000 fully insured.

Oswego, N. Y.—The Great Lakes Terminal Co. incorporated by Henry T. Neidinger, Robert A. Downey and Thomas McGough to operate a grain eltr.; capital, \$10,000.

New York, N. Y.—Harry B. Day, an old and active member of the grain trade on the New York Produce Exchange, has been very sick following an operation for appendicitis, but is reported on the road to recovery.

Hornell, N. Y.—H. G. Gere, who has an office in the New York Produce Exchange in charge of H. C. Nash, has taken over the grain, hay and feed business established here by the Arthur G. King Co. Mr. King is in business in New York.

Brooklyn, N. Y.—Joseph W. Ellsworth, aged 74, for more than 30 years a member of the New York Produce Exchange, died at his home in this city, July 17, of heart failure after an illness of nearly three months. He had lived here 40 years and was in the grain business for many years under the firm name of J. W. Ellsworth & Son. He is survived by six children, three sons and three daughters.

New York, N. Y.—Maguire & Jenkins, grain brokers and commission merchants, announce that Archibald Montgomery, Jr., has become a partner in their firm. He has been well known in the grain market for a quarter of a century, at first while a young man in the employ of E. A. Kent & Co.; afterwards, as a broker on his own account, he did an excellent business; later with H. B. Day he formed the firm of Montgomery & Day. For about three years he retired from active business and traveled extensively in Europe.

BUFFALO LETTER.

Purchase of the Watson Eltr. site and additional property adjoining for \$150,000 has been approved by the city councilmen.

H. J. Jewell of Buffalo has been elected pres. of the New York State Millers Ass'n at its recent annual convention at Thousand Island Park.

NORTH DAKOTA.

Souris, N. D.—The eltr. of E. Nelson & Co. has been repainted.

Sherwood, N. D.—K. Klouser has bot the eltr. of the Burgess Eltr. Co.

Heaton, N. D.—Leon St. Jacques will be mgr. of the Heaton Farmers Eltr.

Ashley, N. D.—W. H. Mensing has bot an interest in the eltr. of Fred Brosz.

Havana, N. D.—The St. Anthony & Dak. Eltr. Co. is building an eltr. here.

Park River, N. D.—J. J. McGraw has resigned as mgr. for the Farmers Eltr. Co.

Sherwood, N. D.—The Farmers Eltr. Co. will spend about \$2,000 improving its eltr.

Renville sta., Maxbass p. o., N. D.—The eltr. being built at this station by Bert Kemp is nearly completed.

Lithia sta., Christine p. o., N. D.—Ole Hegge, local agt. for the National Eltr. Co., died recently, leaving a family to mourn his loss.

Grand Forks, N. D.—J. O'Brien, supt. of the Imperial Eltr. Co., with headquarters at this place, has accepted a similar position with the Imperial Eltr. & Lbr. Co., and will have his headquarters at Calgary, Alta.

Omcree, N. D.—The eltr. of the Northland Eltr. Co. was destroyed by a tornado on the evening of July 2.

Berea sta., Valley City p. o., N. D.—The Powers Eltr. Co. is building a new eltr. to be ready for the fall business.

Ray, N. D.—The Ray Eltr. Co. will open its house about the middle of August with Mr. Halquist of Donnybrook as buyer.

Saunders sta., Wild Rice p. o., N. D.—A farmers' eltr. company has been organized by Mons Berdahl, Frank Johnson and others.

Logan sta., Hecker p. o., N. D.—Logan Farmers Eltr. Co. incorporated with capital stock of \$10,000 by Fred J. Williams, L. F. Miller and Chas. Taylor, all of Minot.

Washburn, N. D.—I have been in bed since last November. No one is permanently hired in my place and the house is closed.—J. E. O'Hara, formerly mgr. Farmers Eltr. Co.

Overly, N. D.—The Woodworth Eltr. Co. has let the contract for a 30,000-bu. cribbed eltr. to C. H. Benson. It will be equipped with 1 leg, a Fairbanks Gas Engine and hopper scale.

Sweetbriar, N. D.—A farmers' eltr. company has been organized with a capital of \$25,000 to build an eltr. ready for business this fall; Frank Zender, pres.; Frederick Froelich, secy.

Eckman, N. D.—The 25,000-bu. eltr. belonging to Geo. Terwilliger of Sioux City, Ia., has been sold to Edward Nutter of Minneapolis. M. J. Mullins will manage the business here.

Overly, N. D.—Geo. Terwilliger of Sioux City, Ia., has sold his eltr. at this station to Edward Nutter of Minneapolis. Geo. Tupp will manage the plant. No changes will be made in it.

Cavalier, N. D.—Having bot the eltr. of the Cavalier Mfg. Co., McCabe Bros. are repainting it. They are taking down their old house to rebuild it near Carmen, Man.—E. Hamilton agt. McCabe Bros.

Michigan, N. D.—E. Fox has resigned his position as traveling supt. for the Duluth Eltr. Co. to enter the employ of the grain commission firm of Nichols, Taylor & McKindley of Minneapolis and Duluth.

Richardton, N. D.—The Farmers Eltr. Co. has let the contract for a 25,000-bu. eltr. cribbed, to L. O. Hickok & Son. The eltr. will be covered with galvanized iron. Barnard & Leas machinery will be installed.

Mandan, N. D.—One end of the eltr. of the Lyon Eltr. Co. fell out July 9, spilling much wheat and doing considerable damage to the building. The dead body of a man was found under the wheat. A card gave his name as J. Kelly.

Lynchburg, N. D.—We have installed a new 15-h.p. Otto Engine, a Fairbanks Wagon Scale, an Avery Automatic Shipping Scale, and a new shipping spout; so we are in good shape to handle the new crop that promises to be a bumper.—Jos. Heille, mgr. Lynchburg Farmers Eltr. Co.

Ellendale, N. D.—The Ellendale Grain & Produce Co. has let the contract to L. O. Hickok & Son for a 30,000-bu. cribbed eltr. The plant will be equipped with an 8-h.p. Fairbanks Gas Engine and Dump Scale, a Richardson Automatic Scale, Clipper Cleaner and New Era Manlift. The building will be covered with galvanized iron.

Leonard, N. D.—The Farmers Eltr. Co. has elected James A. Power pres.; George Elliott, secy.; and Mr. Tacklund of Lynchburg, mgr. Martin Hegge, local agt. for the Gt. Western Eltr. Co., will take a vacation with relatives in Minnesota.

Cleveland, N. D.—Wm. B. Grobe, for 6 years local agt. for the Occident Eltr. Co., has succeeded H. C. Cornwall as traveling supt. for the company, with 24 houses in his charge and headquarters at Jamestown, where he will make his home. He will be succeeded here by Mr. Pratt from Iowa.

St. John, N. D.—H. H. Stahl, who has been local agt. for the St. Anthony & Dak. Eltr. Co. for the past ten years, has been promoted to the office of division supt. for the company, in charge of the territory west of Minot, where he will have his headquarters and move his family soon.

Grand Forks, N. D.—R. J. Folvin, a former officer of the Mekinock Eltr. Co., arrested some time ago on the charge of embezzling \$7,500 of the company's funds, pleaded guilty in the district court here, July 6, and was sentenced to 2 years imprisonment in the state penitentiary. However, the court suspended sentence under the new N. D. parole law.

Monango, N. D.—I recently purchased 3 eltrs., that I am having overhauled; at Kibernie I am putting in new gas engine power where there was only horse power before and am repainting and changing spouting; at Boynton I am re-roofing and making general repairs; and at the third house in Potsdam I am only making slight repairs and changes, as this is a newly built, up-to-date house on the C. M. & St. P.—W. A. Caldwell.

Fargo, N. D.—Changes were made in the warehouse rules by the North Dakota Railroad Commission at a 3-days' session here July 6-7-8. Revision was made necessary to conform to the new laws enacted by the legislature. The commissioners decided to change the rule which fixed the bonds of warehouses at \$5,000 for the first eltr. or warehouse owned by an individual or company, and \$2,500 for each additional warehouse and decided to make a straight bond for every warehouse in the state. The commissioners believed that there was no reason to discriminate in favor of a company owning a line of eltrs. and make it easier for them to bond them for the firm or individual owning just one eltr. A new grain receipt was formulated stipulating that the holder of the receipt may demand delivery of the grain at any terminal he may designate, meaning St. Paul, Minneapolis, Duluth or Superior. Another ruling is that warehousemen can not issue receipts for an amount of grain greater than the capacity of the eltr. Before adjourning Pres. Stutsman appointed Commissioner O. P. N. Anderson of Starkweather to represent North Dakota when the Minnesota board of grain appeals meets in August.

OHIO.

Cincinnati, O.—August Ferger will build an extensive addition to his grain eltr.

Forest, O.—Douglas & Ash are building an addition to their mill for wheat storage.—A. B. Shafer.

McMorran sta., St. Paris p. o., O.—The McMorran Bros. Co. is building a new 40,000-bu. eltr. here on the T. & O. C. R. R., to be ready for operation Aug. 15.

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The best and most complete edition of these popular reduction tables ever issued.

It contains 16 grain tables and two pages of freight tables all printed from heavy-faced type in two colors on 175-pound Manila stock. It is reinforced at back with silk cloth.

It has a string loop attached so it can be hung up beside the scale beam. Marginal index for quickly finding table wanted.

All reductions are complete on one page. It has a range from 100 to 4,000 lbs. on 10-pound breaks.

The tables show the following reductions: Oats at 32 lbs., 33 lbs. and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Barley at 50 lbs. Shelled Corn Rye and Flax Seed at 56 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Wheat, 60 lbs., with 1, 2 3 and 5 lbs. dockage. Ear Corn at 70 lbs., 72 lbs., 75 lbs and 80 lbs per bu.

Freight table shows rate per bushel at 60, 55, 48 and 32 lbs. per bu. when the rate per 100 lbs. is 1 to 3¢ cents in 1 cent rise.

Price, postpaid, 50 cents

GRAIN DEALERS JOURNAL

255 La Salle Street CHICAGO, ILL.

Toledo, O.—Cratz Bros., seed dealers, have been admitted to membership in the Produce Exchange.

Bellevue, O.—The W. H. Gardner Grain & Milling Co., has purchased an Hess Ideal Grain Drier.

Columbus, O.—E. W. Seeds has met with considerable encouragement in his agitation for the erection of a large eltr. to make this city a distributing point for grain.

Kingston, O.—Grant Dresbach, brother of Nelson Dresbach, and Christian Margraff have bot the two eltrs. of Nelson Dresbach, here and at Kinnikinnick, for \$14,200.

Jenera, O.—We will soon put in a new drag for grain, a new large eltr., a passenger eltr. and a new cleaner, besides making other needed repairs.—Risser & Good.

Cincinnati, O.—The first two cars of new hay reached Cincinnati July 12. They were graded No. 1 timothy and were shipped to and handled by the Union Grain & Hay Co.

Cincinnati, O.—J. M. Stone has been appointed receiver of the Consolidated Stock & Grain Co. bucket-shop. City Prosecutor Hunt is about to begin the trial of W. D. Klausman, charged with operating a bucket-shop in connection with the Consolidated.

Toledo, O.—Geo. J. Rudd, sec'y and treas. of the National Mlg. Co. and Wm. E. Cratz, engaged in the seed trade, have been admitted to membership in the Produce Exchange.

Cincinnati, O.—The railroads here have signified a desire to cut off the usual allowance of \$1.80 for grain doors furnished by shippers. The apparently small matter mounts up to a large sum in the course of a year.

Cincinnati, O.—Dealers in grain and hay met July 19 to consider a proposition from the railroads for a reorganization of the weighing bureau of the Chamber of Commerce. It is said the expense of maintaining the bureau is \$12,000 and that the railroads will pay about \$1,000 annually.

Greenfield, O.—E. J. and Frank Norton of C. C. Norton's Sons, W. E. Goodall, T. F. Blackburn and Charles Welshimer have organized the Island Grove Mill Co. In addition to general milling business they have plenty of storage capacity and will ship grain.—C. C. Norton's Sons.

Toledo, O.—While returning from a call at an eltr. in Grand Rapids, O., recently, John Wickenheiser, the grain man, was badly hurt. His wife and son Fred were with him in the automobile. The machine became uncontrollable and landed in a ditch. All were thrown out. Mr. Wickenheiser suffered a broken arm and other injuries and Mrs. Wickenheiser was badly bruised, but the son escaped injury.

Dixon, O.—Eltr. of Dixon Grain Co. burned on the morning of July 14, the fire having spread 60 ft. from a store. The house was cribbed with steam power, but will be rebuilt with gasoline engine. Eltrs. on the same site were burned in 1904 and 1905 when owned by Singer Bros. Those interested in the Dixon Grain Co. are E. C. Marshall of Dixon and D. W. & W. C. Long of Convo, O. Loss, on buildings and machinery nearly \$9,000; insurance \$6,000. Loss, on stock about \$2,500, fully insured.

Lima, O.—At the recent meeting of the Northwestern Ohio Grain Dealers Ass'n W. T. Dolbey of Delphos, O., was elected pres., Dwight Judkins of Delphos, vice pres., and H. G. Pollock of Middle Point, sec'y.

Gutman sta., St. John p. o., O.—The Sheets Mercantile Co. has let the contract to the Philip Smith Mfg. Co. for a house at this station on the St. Marys branch of the T. & O. C., the equipment including a No. 2 Ohio Fan Sheller, 3 chain drag feeders, Smith Man Lift, No. 2 Ohio Grain Cleaner, 2 stands of 16x7 cup eltrs., 4 dumps and friction clutches for every machine. The dumps will be operated with power.

Cincinnati, O.—Harry H. Hill, mgr. of the wholesale grain, hay and feed house of August Ferger & Co., severed his long connection with that firm, July 10, to go into the grain business for himself. For more than 20 years Mr. Hill has been prominently identified with the Chamber of Commerce. He has also been connected with the Union Hay & Grain Co., Early & Daniels, and Metzger, Hill & Co. He is now mayor of Milford.

Waynesfield, O.—The Waynesfield Eltr. Co. has let the contract to the Philip Smith Mfg. Co. for an up-to-date eltr. to be equipped with 4 power dumps, 2 eltr. legs with 16x7 cups, No. 2 Ohio Fan Sheller, 3 chain drag feeders, Smith Man Lift, No. 2 Ohio Grain Cleaner and friction clutches to cut out any machine drag or stand of eltrs. The house will be a duplicate of the one being erected at Gutman sta. and both houses will be supervised by Elmer Sheets of Botkins, O., who is interested in 10 other eltrs.

OKLAHOMA.

Rush Springs, Okla.—S. C. Caywood is building a 15,000-bu. eltr.

Clyde, Okla.—Chas. Edsall will buy grain for the Farmers Eltr. Co.

Chickasha, Okla.—J. E. Farrington has purchased a Hess Ideal Grain Drier.

Binger, Okla.—Carl Opitz is building a 15,000-bu. eltr. of re-inforced concrete.

Piedmont, Okla.—The Piedmont Grain Co. has bot the eltr. of the Guthrie Mlg. Co.

Lone Wolf, Okla.—The McInturf Grain & Coal Co. has opened an office here.

Snyder, Okla.—Cole & Willis are having a Richardson Scale installed by the P. H. Pelkey Const. Co.

Lambert, Okla.—The eltr. of Kelly Bros. Grain Co. burned July 20, cause unknown; insurance, \$1,500.

Oklahoma City, Okla.—The Segrave-Katz Grain Co. has opened an office here. F. P. Smith will represent the firm.

Cushing, Okla.—W. H. Bellas, who recently bot the eltr. of W. H. Coyle, is making some needed repairs on the plant.

Olustee, Okla.—The Olustee Grain & Hay Co. incorporated by M. C. Baumgardner, C. W. Edwards and T. R. Moore.

Jefferson, Okla.—The Hackney Milling Co., owned by H. G. Hackney, mgr. of the Aetna Mlg. Co., Wellington, Kan., is building an alfalfa mill adjoining its plant.

Chickasha, Okla.—Fire that started in the engine room of Everybody's Gin & Eltr. Co., July 7, destroyed the plant and about 6,000 bus. of corn. Loss, \$20,000 partly insured. Manager Hal Thompson says the eltr. will be rebuilt at once.

Tecumseh, Okla.—I have quit the grain business and am in the grocery and feed business here.—I. Grecian, formerly of Shawnee, Okla.

Byron, Okla.—The Cherokee Mill & Eltr. Co. of Cherokee, Okla., has bot the eltr. here of the Kramer Mlg. Co. and will retain R. E. Fisher as mgr.

Kremlin, Okla.—Gumerson & Krause have started in the grain business and have taken over the eltr. formerly owned by the Pond Creek Mill & Eltr. Co.

Oklahoma City, Okla.—J. H. Pruitt Grain Co. is not a member of the Oklahoma Grain Dealers Ass'n as stated on its card bids. However, J. H. Pruitt of Lindsay, Okla., is a member.

Peckham, Okla.—A. C. Dugan, formerly with the Peckham Grain Co., has severed his connection with that concern and does not now own or operate an eltr., but is doing a scoopshovel business.

Alva, Okla.—J. E. White, for several years associated with grain firms in the northwestern part of the state, has opened an office here to do a general grain business under the name of the Northwestern Oklahoma Grain Co.

New members of the Oklahoma Grain Dealers Ass'n who have recently joined are: Bell Grain Co., Navina, Okla.; Gumerson & Krause, Kremlin, Okla.; Byron Alfalfa Milling & Elv., Byron, Okla.; Crum Grain Co., Cashion, Okla.; Cavanaugh Bros., Navina, Okla.; The Hanna Grain Co., Okla City; W. Cox, Woodward; Greene & Greene, Hydro; Cordell Gin & Milling Co., Cordell, Okla.; Kelly Bros. Grain Co., Wichita, Kan.

OREGON.

Hermiston, Ore.—A company has been formed by E. W. McComas, District Attorney Phillips and W. J. Clarke, all of Pendleton, to build a warehouse here; capital stock, \$10,000.

Portland, Ore.—The first of the new crop of wheat to arrive this season was received July 13 by M. H. Houser from Central Ferry on the Snake River. The shipment consisted of 1,078 sacks by steamer.

Portland, Ore.—To obtain better terminal facilities the grain firms of A. P. Johnson & Co. and Duling & Bishop have consolidated with the Northern Grain & Warehouse Co. with headquarters here and branch offices in Tacoma, Seattle and Spokane. The warehouses in this vicinity of the first two companies mentioned are located at Steptoe, Sokulk, Crabtree, Garfield, LaDow, Grinnell, Walters, Elberton, and Cedar Creek.

PENNSYLVANIA.

PHILADELPHIA LETTER.

A transport line to Cuba from this city about inaugurated is pleasing the grain and flour men.

It is proposed to unite the commercial organizations of the city in the support of a traffic bureau to be organized.

Richardson Brothers are the latest new official members of the Commercial Exchange with headquarters at 434 Bourse.

We are indebted to Frank E. Marshall, sec'y, for a copy of the 55th annual report of the Philadelphia Commercial Exchange containing the reports of committees, report of the grain inspector, charter and by-laws, grain rules of the Exchange, statistics of prices and the trade of Philadelphia and list of members of the Exchange.

Vice-Pres. Genung of the National Feed Dealers Ass'n, has been in California with President Scattergood in relation to the enforcement of the Pennsylvania Pure Food enactments Aug. 1.

The Grand Trunk Line, with its Eastern representatives in order to be in closer touch with the grain trade here have opened and are now occupying offices in the Bourse building.

Chairman Walter K. Woodman of the Commercial Exchange Statistical Committee, seems to be the favored one by the Exchange members and former associates who are enjoying the scenes in far off lands, Watson W. Walton sending illustrated postals from Gibraltar and John H. Irvin from Alaska, which are posted on the grain floor from time to time.

Chairman Richardson of the Transportation Committee of the Commercial Exchange, upon invitation of the National Ass'n of Railway Commissioners for views expressing the wants of shippers, has just forwarded to Franklin K. Lane, sub-Committee Chairman on Car Demurrage, a lengthy communication asking for radical modification of the rules affecting the grain and flour men, advocating reciprocal demurrage.—S. R. E.

SOUTH DAKOTA.

Volin, S. D.—John Jacobson will be mgr. for the Farmers Eltr. Co.

Yahota sta., Watertown p. o., S. D.—Frank Mangan has resigned as agt. for McBath & Selmser.

Hudson, S. D.—The Hunting Eltr. Co. has just finished a 20,000 bu. eltr. on the C. M. & St. P. R. R.

Lennox, S. D.—We are organizing a farmers' eltr. company.—J. B. Welzenbach, pres, Lennox Commercial Club.

Frankfort, S. D.—G. W. Van Dusen & Co. contemplate building an entirely new eltr. at this point, ready for this season's crop.

Lesterville, S. D.—C. J. Dickson is replacing the old fashioned horse power in his eltr. by a gasoline engine.—F. W. Klinkner, agt. McCaull-Webster Eltr. Co.

Seneca, S. D.—Farmers have organized a company to build an eltr. here. J. S. Smith, pres.; Geo. H. Dixon, sec'y; capital stock, \$20,000.

Vermillion, S. D.—Complete equipment of machinery and supplies for the new eltr. of the Farmers Eltr. Co. will be furnished by the American Supply Co.

Aberdeen, S. D.—The grain commission firm of W. H. Dickinson & Co. of Minneapolis is putting in a branch office here with a direct wire to Minneapolis.

Flandreau, S. D.—F. J. Mead is confined in insane asylum at Yankton, S. D.; estate is in bankruptcy. Jas. T. Bigelow, Flandreau, is the receiver.—Flandreau State Bank.

Ashton, S. D.—The Ashton Eltr. Co. has let the contract for a 30,000 bus. cribbed eltr. to C. H. Benson. The eltr. will contain 1 leg, Fairbanks Hopper and Dump Scales and an International Gas Engine.

Barnard, S. D.—The Westport Farmers Eltr. Co., A. D. Near, Mgr., has let the contract to L. O. Hickok & Son for a 25,000-bu. cribbed eltr. to be equipped with Barnard & Leas machinery, Richardson Automatic Scale and New Era Manlift.

Toronto, S. D.—I have resigned as mgr. of the Farmers Eltr. Co. to become cashier of the Farmers Exchange Bank. Oscar Wohler of Brandt, S. D., will take charge of the eltr. Aug. 1.—G. A. Lovre.

Rapid City, S. D.—I. W. Peed, who has been engaged in the manufacture of brooms in Nebraska, is investigating the prospects for obtaining broomcorn in this vicinity, with a view of starting a factory here.

Doland, S. D.—The Farmers Eltr. Co. has let the contract for a modern cribbed eltr. 50,000 bus. capacity to C. H. Benson. The eltr. power will be furnished by Otto Gas Engine. It will have two receiving legs, sheller, automatic scale and cleaner.

Winfred, S. D.—Mrs. E. Lyman has bot the eltr. of the Ostroot Eltr. Co. and now has two houses at this station. W. E. Lyon, who bot for Larkin & Metcalf last year, is now buying for the Farmers Eltr. Co. Fred Bucknam, who bot for the Farmers Eltr. Co., has gone into the drug business at Inwood, La.—Richard Hall, agt. Larkin & Metcalf.

SOUTHEAST.

Wilmington, Del.—The E. I. du Pont de Nemours Powder Co., has purchased a Hess Drier to be used in drying smokeless powder for the U. S. Navy.

Buena Vista, Va.—The entire plant of the Buena Vista Mills is being overhauled and new machinery installed.—Steele & Brown Co., Lynchburg, Va.

Jacksonville, Fla.—At a meeting of the hay and grain committee of the Jacksonville Board of Trade, July 15, it was decided to adopt the uniform rules for grading approved by the Grain Dealers National Ass'n.

Atlanta, Ga.—Grain dealers of this city are highly gratified at the decision against the grain reshipping allowance at Nashville, feeling that they will be able to compete with Nashville in territory considered by them rightfully theirs.

Savannah, Ga.—We are handling grain on brokerage direct from shipper to consumer and also handle grain and grain products on consignment, doing business with all the trade in Jacksonville, Fla., and Brunswick and Savannah, Ga., and with the buyers in southwest Georgia.—Browder & Haym.

Montgomery, Ala.—We will be in our commodious new quarters, Aug. 1, a 4-story and basement warehouse with private tracks and in shouting distance of every R. R. depot and jobbing house in Montgomery, fully prepared to care for our increasing business in brokerage, storage and distribution, each of these departments being under separate management.—United Selling Co.

Richmond, Va.—The directors of the Richmond Grain Exchange at their meeting, July 13, elected B. A. Jacob, sec'y; Rodolph King, chief inspector of grain and hay; H. D. Riddick, deputy grain inspector; and S. R. Gates, deputy hay inspector. S. T. Beveridge, W. R. Johnston, J. E. Cox, A. L. Carter and R. L. Chenery were appointed members of the grain committee. The Exchange has 61 members. John R. Cary is pres.

TENNESSEE.

Nashville, Tenn.—A petition in bankruptcy has been filed against the Tri-State Milling Co.

To Shippers

Baltimore, July 24, 1909.

Last year we published a card in The Grain Dealers Journal, with particular reference to Oats and stated at the time that our house handled more Oats than any other concern in the City of Baltimore.

We now wish to say that for the season now closing (1908-1909) **we again handled more than any other concern in this city** and invite your attention to the following interesting figures:

The **first car of new oats** was officially inspected August 5th, 1908, being consigned to **us** by a large Indiana shipper, and following this date until September 10th, 1908, (31 business days) when the movement of new oats let up to some extent, we find the following:

Total cars arrived August 5th to September 10th (both inclusive) 729; of this number **there were consigned to J. A. Manger & Co., 231 cars.** This is equivalent to our receiving about **32%** of all the arrivals or considerably more than **one-third of a million bushels** in 31 business days as against 20 other houses receiving the balance.

Since September 10th we also claim to have received and handled more Oats than any other concern, and we can cite instances when for several days we received over 60% of all the arrivals.

We are publishing this card with facts primarily to let you know that we make a specialty of handling Oats and think you will agree with us that it is best policy to ship your Oats to a house that does, and knows how to, handle Oats.

We do not claim to be able to do wonders or work miracles, but we do claim to know how to handle Oats.

We want a share of your business this season and hope to hear from you with early shipments.



Wheat Corn Rye

J. A. Manger & Co.

216-218 Chamber of Commerce
BALTIMORE MARYLAND

Nashville, Tenn.—To consider the decision of the Interstate Commerce Commission against the reshipping of grain and the elevation allowance at this city a meeting of grain dealers was called July 13 by Byrd Douglas, pres. of the Grain Exchange. The grain trade of Nashville which is jeopardized by this decision amounts to over \$40,000,000 annually and the local dealers will make every effort to have the ruling set aside. One of the means relied upon to retain for this city its favorable rate from the Ohio River crossings is the re-establishment of river transportation, as it is the river competition that entitles Nashville to the lower rates. The Central Grain & Eltr. Co. has contracted for 15 big barges to be delivered in December and 10 more to be delivered in March, with which to get grain into Nashville by river. The decision is published in another column of this number.

TEXAS.

Terrell, Tex.—G. W. Matthews has bot the grain store of J. H. Cook and has taken charge of the business.

Wichita Falls, Tex.—The Wichita Mill & Eltr. Co. is having a corn house built by the P. H. Pelkey Const. Co.

Windom, Tex.—W. H. Dowlen & Son have let the contract for an up-to-date corn eltr. to the P. H. Pelkey Const. Co.

Vernon, Tex.—I am now mgr. of the Kell Mlg. Co.—J. A. Cox, formerly of Cox-Campbell Grain Co., Frederick, Okla.

Amarillo, Tex.—The Early Grain & Eltr. Co., recently the E. Grn. & Hay Co., is having a hay barn built by the P. H. Pelkey Const. Co.

Whitesboro, Tex.—The corn mill and eltr. of the Sherman Grain Co. burned July 13 with 2,000 bus. of grain; loss \$12,000, partly insured.

Stamford, Tex.—The Stamford Mill & Eltr. Co. has so far completed its new eltr. to handle milo maize and kaffir corn that machinery is being installed.

Van Alstyne, Tex.—The Grayson Mill & Grain Co. is putting up a building near its eltr. for a 900-bu. meal mill to be ready for operation within 30 days.

Austin, Tex.—Rice growers and mill men of south Texas presented a petition to the state railroad commission July 12 for a lower rate on rice to Houston and some kind of a concentration rate on rice in place of the present milling in transit privilege, which will be withdrawn July 27 by the Southern Pacific R. R. Co.

Ganado, Tex.—Correcting a wrong impression from a report in this column July 10, I will say the Farmers Mill & Storage Co. has leased its warehouse to Spencer & McCollister, and we are still doing a good business in our warehouse till we can get our new eltr. erected.—H. B. Allen Sickel, mgr., Peoples Grain Co.

Fort Worth, Tex.—The Bosque County Mill & Eltr. Co. at Clifton, Tex., has been admitted to membership in the Texas Grain Dealers Ass'n. The Hubbard City Mill & Eltr. Co. at Hubbard City has dropped its membership, its plant having burned. The membership of Van Alstyne Eltr. Co. at Van Alstyne, Tex., has been changed to Grayson Mill & Grain Co. at same place. The membership of H. B. Dorsey, Fort Worth, Tex., has been changed to Dorsey Grain Co. at same place.

Galveston, Tex.—In the hope that cars will be coopered more carefully and that fewer cars will arrive at the port out of condition J. J. Davis, gen. mgr. of the Galveston Wharf Co., has sent out to shippers a statement of the cars unloaded and in leaking condition at this port during the past season, inclosing a pamphlet by the weighing department of the Chicago Board of Trade entitled "Cloth, an Insurance against Leakage." Of the 7,429 cars unloaded 4,076 were leaking in 4,859 places. Over, under or around grain doors were 2,381 leaks. End window leaks numbered 288; side of car, 302; end of car, 834; door post, 221; end post, 239; draw bar, 311; king bolt, 132. Six hundred cars had leaks in 2 places; 67 had leaks in 3 places and 15 had leaks in 4 places.

UTAH.

Ogden, Utah.—Western Grain & Brokerage Co. incorporated; capital stock, \$50,000. C. H. Smith, pres.; W. D. Brown, sec'y., treas. and mgr. The company will handle grain and produce.

WASHINGTON.

Mohler, Wash.—The Farmers Union will build a grain warehouse.

Almota, Wash.—Eugene Spaulding is building a grain warehouse 60x200 ft.

Lantz, Wash.—A company has been incorporated by Otis Robinson, Chas. Kent and others to build a warehouse here.

Palouse, Wash.—J. K. Smith & Co. will be known as the Washington Grain & Milling Co. for the coming year.—F. Savage, W. Grn. & Mlg. Co.

Hartline, Wash.—Geo. H. Roberts, formerly resident mgr. for the Hartline Mill & Eltr. Co., resigned to open a new warehouse he will build here.

Washtucna, Wash.—The Bluestem Union Warehouse Co., composed of farmers, incorporated with capital stock of \$10,000; H. F. Kelley, pres.; Louis Woodyard, sec'y. and treas.

Mabton, Wash.—The Bickelton Farmers Union of Walla Walla is forming a stock company with a capital of \$20,000, to build a grain warehouse here and platforms at Roosevelt and Alderdale.

Goldendale, Wash.—The Farmers Union has begun negotiations for the purchase of grain warehouses here and at Centerville and Daly, expecting to handle a large percentage of the grain crop of Klickitat County.

Wilbur, Wash.—Kunz & Stephens is the name of a new firm that has leased the warehouse of the Farmers Grain & Supply Co. to handle grain, feed and sacks. The members are R. J. Stephens of Spokane and Frank Kunz, formerly buyer here for the Farmers Grn. & Sup. Co. Mr. Kunz will have the management.

Bellingham, Wash.—E. J. Burke of Elmira, Wash., who has been in the grain business 20 years, has taken the management of the Palmerton Leasure Hay & Grain Co., succeeding C. W. Nelson, who will go to Tacoma to take charge of a grain office there.

Seattle, Wash.—W. E. Hyde of Colfax has been appointed chief deputy state grain inspector here in place of Alex. Anderson, who has been 7 years in the service. All of the former deputy grain inspectors in the Seattle office with the exception of James Cunningham have been removed.

Spokane, Wash.—The Farmers Grain & Supply Co., operating about 20 warehouses in central and eastern Washington, was placed in the hands of T. H. Ahrens as receiver recently on petition of creditors. The liabilities are \$80,100 and the assets, while appraised at \$89,000, are said to be worth considerably less.

WISCONSIN.

Augusta, Wis.—The Wisconsin Eltr. Co. is planning to rebuild its eltr. burned July 2.

Superior, Wis.—P. G. Carey of Donnybrook, N. D., will enter the grain business here.

Wausau, Wis.—The American Society of Equity will build two grain warehouses, one here and the other at Marathon. Anthony Vetter of Marathon, Wis., sec'y.

Superior, Wis.—Work is progressing rapidly on the new concrete storage annex of Eltr. S. Night and day crews are employed. The house is expected to be completed by Aug. 1.

Superior, Wis.—The charges against Chief Grain Inspector Archie McMillan were aired before the Wisconsin Grain & Warehouse Commission July 8 and 9, but fell flat for want of proof. While some testified that Mr. McMillan was hard to get along with many declared he was competent and followed the instructions of the commission in grading grain. Of the Superior Board of Trade, whose members made the charges, H. W. Detrich, attorney for McMillan, said—"The employees of the board of trade are chosen in the main, not so much because of personal ability but, as is the case in the management of any undertaking governed by politics, thru undue influence, and no enterprise of any kind can be properly conducted under these conditions. The only reason for the rejuvenation of this commission was the opinion that the Minnesota method of grading was corrupt and that it tended to injustice to the western producer and the eastern miller. The evidence adduced during this investigation has demonstrated that the only fault found with the work of Mr. McMillan was the fact that he was not to be dominated by the Minnesota standard."

MILWAUKEE LETTER.

Traffic Mgr. Schroeder is working for uniform demurrage rules.

We have a good demand for corn and the supply is about equal to it.—Lyman-Smith Grain Co.

Business is quiet and will remain so until the new crop begins to move the latter part of Aug.—Chas. Glavin.

High prices are here to stay. Believe every buyer should get ready to take grain on any backward swing.—P. P. Donahue.

The Chamber of Commerce has adopted a rule that all samples brot on the Exchange floor must be taken by the inspection department.

The high markets are the outcome of natural conditions. The cash wheat now is selling at a premium over the futures even at these high prices. The range of values will naturally remain high on a parity with other products.—W. M. Bell.

Recently there has been a big spurt in membership here and many of the requests for membership come from Chicago where traders desire to protect themselves if Illinois refuses to allow them to trade in "Ups" and "Downs."

There has been some demand among the members for a change in our inspection rules, altho a proposition to grade wheat on its test weight was recently turned down. The agitation has stirred up the general question of inspection. The membership here has always voted against uniform grades. The inspection department was recently placed upon a new basis. Instead of electing the inspector he is now appointed by the directors. A. A. Breed is now inspector in place of Mr. Hinkley, who decided he had been inspecting grain long enough and retired. The Inspection Dept. has made arrangements to inspect all grain in the office by a uniform light. It believes this will insure more uniform grading.—H. A. Plumb, Sec'y Chamber of Com.

Grain Carriers

The surplus of idle freight cars continues to show a decrease.

Grain rates from Calgary to Vancouver, B. C., have been reduced from 22½¢ to 19½¢ by the Canadian Pacific Ry.

Shippers will be pleased to note that interest is being allowed by the Interstate Commerce Commission on claims for repatriation.

Vessel rates from Duluth to Buffalo have advanced from 1 cent to 1½ cents on grain in the confident expectation of a good movement.

Arthur N. Sager and J. L. Babler, attorneys, of St. Louis, have visited Washington recently to interest congressmen in the \$10,000,000 river transportation enterprise to be known as the Mississippi Valley Transportation Co. and operate between New Orleans, St. Louis, Chicago and St. Paul.

The transportation committee of the Philadelphia Commercial Exchange has written the National Ass'n of Ry. Commissioners requesting the following changes in the proposed code of uniform demurrage rules: That cars containing grain and grain products, hay or feed shall be allowed 72 hours for unloading, instead of 48 hours. That in computing time, Saturday half-holidays, as well as Sundays and legal holidays, shall be excluded. That the shipper shall be given a credit of two days when he loads or unloads a car within the first 24 hours of the free time, and a credit of one day when he unloads a car within the second 24 hours of the free time and a corresponding debit when he takes a longer time to unload.

Vessel owners are chuckling over the result of the investigation in elevator weights by R. D. Morgan, mgr. of the Port Arthur Elevator, J. T. Hollingshead, deputy government weighmaster and J. P. Jones, of the Empire Elevator Co. Last season the elevator weights were the cause of so much controversy that the committee of three has been watching the weights. Several weeks ago the committee superintend the weighing-in of the cargo of the steamer Midland Queen at Fort William. Had their oversight ended there, there would have been the same vague inference that weights were wrong; but the committee followed the boat to Goderich, to which port the cargo was consigned and there found a discrepancy in weights, and no government weighmasters are employed at Goderich.

The James River Valley & Northwestern Railroad Co. has been incorporated at Huron, S. D., to build from Blunt, S. D., to Gettysburg, 180 miles, as a branch of the Chicago & Northwestern R. R.

The readjustment of freight rates on grain from the west thru Chicago compared with rates thru St. Louis to the southeast, which was promised last year now is said to have been agreed to by the western and southern roads to be made effective Oct. 1.

The N., C. & St. L. R. R. Co. has announced that effective Sept. 1 rates on grain and grain products from Louisville, Ky., to southeastern points, but not including Carolina territory, will be made 2 cents per 100 pounds less than present rates from Louisville proper. Jeffersonville and New Albany will be 1 cent higher than Louisville. From Cincinnati same rates as from Louisville, including points in Montgomery territory. No change from other Ohio River crossings, or from Mississippi River crossings Memphis and south, or from Nashville or points based thereon. Rates from Jeffersonville and New Albany to points in Carolina territory 1 cent higher than from Louisville. No change to Carolina territory from points other than Jeffersonville and New Albany.

E. J. McVann, manager of the Traffic Bureau of the Omaha Commercial Club, has written Interstate Commerce Commissioner Franklin K. Lane demanding an additional 24 hours free time for unloading cars and that railroad companies be required to release equipment promptly stating that "If special consideration is given to the big industries in the way of additional free time for staking, switching, analysis, bracing and blocking, the handling of cargo lots at one time, etc., it will result in serious injustice to the vast army of smaller shippers and receivers if the latter are held to a basis of 48 hours free time. The plan of allowing an additional twenty-four hours free time for the unloading of all cars above 60,000 pounds capacity, would go far to correct this injustice in the case of the very large number of small receivers of coal, lumber, etc., who have not the facilities for prompt unloading and who very frequently find themselves absolutely unable to obtain the necessary labor.

In a letter to P. W. Coyle, commissioner of the Businessmen's League of St. Louis, Interstate Commerce Commissioner E. E. Clark has modified the previous ruling of the Commission that undercharges must be collected from the consignee. Mr. Clark writes: The previous ruling was of date June 4, 1907, and was to the effect that it was the opinion of the commission that "the carrier is in duty bound to take all necessary steps to collect the full tariff rate." The law requires that carriers shall charge, demand, collect and receive the lawfully established rate in effect at the time. The law does not place upon the carrier a greater obligation to collect the tariff rate from the consignee than from the consignor. Of course, generally speaking, there are more instances in which the freight is paid by the consignee than by the consignor, but there are numerous instances in which the consignor is actually the party who is responsible for the freight charges. It was therefore an erroneous statement in our Bulletin No. 1 to add the words "from the consignee," and the ruling should be read as if those words were eliminated.

CYCLONE BLOW PIPE CO.

IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems.

70-86
West Jackson Boul.
CHICAGO, ILL.



(Patented)

"The velocity of air on the suction side of the fan is always greater with the 1905 Cyclone Collector, due to its lower resistance and consequent greater air handling capacity."—The Mechanical Engineering Dept., University of Michigan.



The NEW CYCLONE "1905"

Manufactured exclusively by

The Knickerbocker Company
Jackson, Mich.

A PARTNER

HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.

Supreme Court Decisions

Ownership of Crops.—Unless reserved, crops standing upon the ground, matured or not, pass to the grantee named in a deed of conveyance, or to a party to whom the land is devised.—*Anderson v. Borgaard*, Supreme Court of Nebraska. 118 N. W. 1108.

Connecting Carriers.—In the absence of an agreement or course of business to the contrary, the initial carrier is bound only to safely carry and deliver to the next carrier.—*Blackburn v. Chicago, R. I. & G. Ry. Co.*, Court of Civil Appeals of Texas. 115 S. W. 874.

Carriage of Freight.—A carrier of freight must not only carry the same to its destination in a reasonable time, but it must deliver it at the point of destination by so placing it that the shipper may be able to unload it.—*Yount v. Wabash R. Co.*, Kansas City Court of Appeals. 119 S. W. 1.

Notice of Claim of Damages.—There must be a consideration to sustain the stipulation in a B/L making notice of a claim for damages to goods in transit a condition precedent to recovery by the shipper. *Blackmer & Post Pipe Co. v. Mobile & O. R. Co.*, St. Louis Court of Appeals. 113 S. W. 1.

Limitation of Carrier's Liability.—A stipulation fixing the value of property shipped at an amount less than its real value must be supported by a consideration in order to limit recovery in case of loss to the value fixed.—*Wilcox v. Chicago, Great Western Ry. Co.*, Kansas City Court of Appeals. 115 S. W. 1061.

Refusal to Receive Shipment.—Where a shipper was permitted to place lumber on a car, but the carrier refused to receive it for shipment, or to issue a B/L for it, this was a "refusal to receive" it, within Revisal 1905, § 2631, imposing a penalty for such refusal.—*Garrison v. Southern Ry. Co.*, Supreme Court of North Carolina. 64 S. E. 578.

Limitation of Carrier's Liability.—A limitation on the value of the goods shipped in consideration of a reduced rate of carriage is binding on the shipper in the event of loss, and he cannot recover above the limited value of the goods, where the contract is fairly made.—*Windmiller v. Northern Pac. Ry. Co.*, Supreme Court of Washington. 101 Pac. 225.

Part Payment of Undisputed Claim.—Where one owes a fixed sum, a payment or tender of a less sum, accompanied by the statement that it is in full, accepted by the creditor, does not defeat a collection of the balance; there being no consideration for the surrender of the balance.—*Cunningham v. Standard Const. Co.*, Court of Appeals of Kentucky. 119 S. W. 765.

Board of Trade Not a Monopoly.—The Duluth Board of Trade, as constituted under its charter and rules, is not a conspiracy or combination in restraint of trade, or which restrains, limits, or interferes with free competition in the production of grain, or in the purchase and sale of grain at Duluth.—*State v. Duluth Board of Trade*, Supreme Court of Minnesota. 121 N. W. 395.

Stoppage in Transit.—Plaintiff shipped certain lumber, deliverable to its own order, and on arrival directed the railroad company to deliver it to the buyer. The railroad company, without requiring the buyer to pay the charges, made a new agreement to transport the lumber to another city, after having stored the lumber for the buyer. Held, that the original transit had terminated, and with it the plaintiff's right of stoppage in transitu, after the carrier had recognized title in the buyer.—*Norfolk Hardwood Co. v. New York Cent. & H. R. R. Co.*, Supreme Judicial Court of Massachusetts. 88 N. E. 664.

Lien for Price.—Where plaintiff shipped certain lumber deliverable to its own order, and after arrival directed the carrier to deliver the lumber to the buyer, which the carrier did, plaintiff's lien for the price, depending solely on possession of the lumber, was terminated.—*Norfolk Hardwood Co. v. New York Cent. & H. R. R. Co.*, Supreme Judicial Court of Massachusetts. 88 N. E. 664.

Intrastate Commerce.—Where a contract for shipment of goods by a carrier was made in the state and the shipment was wholly within the state, the decisions and opinions of the Interstate Commerce Commission or the acts of Congress upon which they are based are of no binding force in determining the effect of state statutes on the contract.—*Alabama Great Southern R. Co. v. McCleskey*, Supreme Court of Alabama. 49 South. 433.

Partner's Authority to Borrow Money.—A general partner in a trading business can borrow money in the usual course of business for the benefit of the firm and sign the firm name to a note for the repayment of the loan, but has no authority to bind the firm as an accommodation indorser to commercial paper given in a transaction in which the partnership has no interest.—*Hayes v. Blaker*, Kansas City Court of Appeals. 119 S. W. 1004.

Damage Thru Delay in Transportation.—Where a car load of potatoes is damaged by delay in transportation, and after its arrival the consignee neglected to remove the potatoes for several days, which resulted in further damages to the potatoes, the carrier will only be liable for the damages which had accrued at the time of delivery of the car upon its arrival.—*Gulf, C. & S. F. Ry. Co. v. Chinski*, Court of Civil Appeals of Texas. 114 S. W. 851.

Payment by Check in Full.—A check reciting that it is in full of account, and so recited in the accompanying letter, stating the controversy between the parties, must be held to have been accepted in full; there having been no offer to return it or the money received thereon, though the payee immediately wrote that the condition was overlooked, and that the check did not pay the account in full.—*George Knapp & Co. v. Pepsin Syrup Co.*, St. Louis Court of Appeals. 119 S. W. 38.

Notice of Claim Against Telegraph Co.—In absence of a showing either way, it will be presumed that the law of a sister state on the subject is the same as *Sayles' Ann. Civ. St.* 1897, art. 3379, as amended by Act April 18, 1907 (Gen. Laws 1907, p. 241, c. 125), making void any stipulation in a contract for transmission of a telegram requiring notice of claim of damages to be given within less than 90 days as a condition to the right to sue, and not the same as the common law on the subject.—*Western Union Telegraph Co. v. Lannom*, Court of Civil Appeals of Texas. 119 S. W. 910.

"Freight on Hand."—Rev. St. 1895, art. 4497, giving the penalty for failure to furnish a shipper with cars, provides that when the "owner" of any freight shall apply in writing, etc., and article 4502 requires that a party suing therefor shall show that he "had on hand," when his demand for cars was made, freight necessary to load the same. Held, that the requirement that the shipper prove that he had on hand, at the time of the order, the necessary freight for loading the cars, forbade any character of speculation and precluded recovery by a shipper where such freight in form and condition to be shipped is not there on hand though he is able to show that he could have had it ready if the cars had been furnished, and that a shipper of crushed stone, who intended to load from the crusher and save expense in handling the crushed product, was not the "owner" of any crushed rock when he ordered cars, and did not have such freight "on hand," and he was not entitled to a penalty for failure to furnish the cars demanded.—*Chicago, R. I. & G. Ry. Co. v. Risley Bros. & Co.*, Court of Civil Appeals of Texas. 119 S. W. 897. It seems this decision would apply on grain to be loaded direct from thresher.

Sale by Description.—The rule contained in section 14 of the sale of goods act (P. L. 1907, p. 316), that if the sale be by sample, as well as by description, it is not sufficient that the bulk of the goods correspond with the sample if the goods do not also correspond with the description, is merely an enactment of the common-law rule as it existed before the statute.—*Lissberger v. Kellogg*, Supreme Court of New Jersey. 73 Atl. 67.

Penalty for Refusing Freight.—Revisal 1905, § 2631, imposing a penalty upon any carrier of \$50 for each day it refuses to receive freight for shipment, is not invalid as a burden on interstate commerce; the statute permitting excuses in proper cases for failure to comply therewith, and the federal government not having acted directly on the subject.—*Reid & Beam v. Southern Ry. Co.*, Supreme Court of North Carolina. 64 S. E. 874.

Ruling on Milling in Transit.

A committee representing the grain and flour interests of various cities on the Ohio River recently requested the Interstate Commerce Commission to rescind its ruling No. 119 on reshipping of grain: Upon inquiry whether a proposed tariff rule providing that "The rate to be applied on all outbound transit grain of record shall be the specific rate that is lawfully in effect from Chicago at the time the grain is reshipped" may lawfully be incorporated in a tariff; Held, That the Commission cannot sanction the rule and that the grain can move only as a thru movement on the thru rate in effect at the time it starts, or as a local movement.

The grain and flour men argued: If sold locally, no milling-in-transit feature is involved. If sold for delivery at some other point and then tendered the carrier for shipment to said other point, it then becomes a thru-shipment of product and cannot become so earlier. Therefore, the thru product rate in effect on the day of its shipment from the mill should be applied, because on that day, and not sooner, has it become a thru shipment to its final destination.

In the decision just rendered by the Interstate Commerce Commission Commissioner Lane said:

To accept this argument of the committee would be to condemn the entire transit arrangement and to hold that the rates should be the local rates to and from the transit point. Why should there be a "milling-in-transit" point if there is not thru transportation? And if there is thru transportation, the thru rate from point of origin must apply. "Transit" implies a thru movement.

The Commission is unable to accept or countenance the theory of suspended transportation, with its result of the application of the thru rate for commodities which have been milled or merchandised, without applying to the situation thus created the rule of law that rates cannot be changed while shipments are in course of transportation. The Commission cannot say that shipments are theoretically in course of transportation in order that the thru rate may be applied, and actually not in course of transportation, in order that changed rates may be applied.

The Commission adheres to its former ruling that whenever by any transit arrangement thru rates are applied, such thru rates must be as of the date of the first movement of the shipment from the point of origin under such thru rates.

The Grain Dealers Journal should be in every grain man's house.—F. M. Raymond, Mitchell, Neb.

Improved Safety Man-Lift.

Elevator operators have the timorous and careless to thank for a marked improvement in man-lifts in the form of a safety catch. It was designed primarily to prevent car bumping when operator had failed to properly balance his load. It is being placed on the market by the B. S. Constant Co. of Bloomington, Ill., has been put to the test of time and found so satisfactory that the makers do not hesitate to put them out on trial.



Improved Man-Lift.

This improved safety man-lift has a car 28x30; 6 ft. 6 inches high, and requires a space of 9 ft. 1 inch above the top floor, altho it might be arranged to fit smaller space if necessary. The sheave used is strong, with deep grooves and has roller bearings, which facilitates the operations of the lift.

The brakes on the lift are independent of one another and are self-adjusting to the hard wood guides which go with the lift. A foot lever enables the operator to start and stop the car at any place desired between or at the floors.

The safety catch is also self-adjusting. Heretofore when a car bumped and caused the rope to become slack, the safety catch was affected as tho the rope had been cut in two. The new safety catch is so arranged that the starting of the car tightens the rope, places the safety catch back in working position, ready to catch the load the next time the car is permitted to bump.

This Improved Man-Lift is especially fitted for construction work where a number of men use it all day, owing to the range of equalizing weights, which are of special design and sizes in a well made box on car and which enables the

operator to add from 5 to 50 pounds to the car.

The counter-weight, which hangs on the hoisting rope, weighs 250 pounds and has a long stem on which can be placed one or more sectional weights when necessary to make it heavier.

The ropes are of the best grades and in fact all the material is first-class. Distance is no draw-back as the makers report sales for lifts over 100 ft. high.

As it takes up a small space and costs nothing to operate there is no reason why every elevator operator should not have one to save his legs.

Leaking in Transit.

Shippers who favor their brother sufferers by sending reports of cars they see leaking grain in transit, to the Grain Dealers Journal for free publication, encourage others to report their cars when seen leaking in transit. We have received reports on cars leaking grain as follows:

C. B. & Q. 24842 passed thru Bushnell, Ill., July 22, leaking wheat at two places on side of car.—S. A. Hendee.

C. B. & Q. 32016 on train 92, was leaking wheat at Prairie City, Ill., July 21. I repaired same while car was standing at our station.—N. B. Johnson.

T. H. P. car 20669 passed Redmon, Ill., July 8 leaking at end. Boards had become loose and had not been nailed tight in cooping. Car had hot box. We repaired it as best we could in the short time it stopped and reported to the train crew.—John Lawson.

C. M. & St. P. Car 30686—40,000 lbs. cap., was leaking wheat in yards at Farmington, Minn., June 30.—B. De Merseman.

C. M. & St. P. car 21880 passed thru Madrid, Ia., June 27, leaking shelled corn at corner. A large leak.—E. L. Kreger.

M. & St. L. 9014 passed east thru Echo, Minn., June 25, leaking wheat at side. Repaired as best I could while train stopped.—H. B. Engel.

C. B. & Q. 97773, side-tracked at Knoxville, Ill., June 16th, leaking corn between door and end of car at bottom. Was repaired and picked up about 11 A. M. by train going East. Was a very bad leak. Shortage must be large.

A. T. 21950, also A. T. 21920, passed McGregor, Texas, June 15th, leaking corn. Cars arrived over Santa Fe and were transferred to Cotton Belt.

I. C. 37892, May 28th, leaking corn at side door, at Moweaqua, Ill.

C. M. & St. P. car 45728, side tracked at Elk Point, S. D., June 9; door post broken in center; leaking oats badly.—W. W. Keech, agt. Fields & Slaughter Co.

C. B. & Q. 33959, was switched at Bushnell, Ill., June 8 from St. Louis Division to main line of the Q, going toward Quincy. Leaking 2 ft. back from side door; yellow shelled corn.—S. A. Hendee.

C. R. I. & P. 52760, passed thru Minden, Ia., June 5, leaking wheat from bottom of car. Plugged up with waste the best I could, but train stopped only a minute.—E. H. Anschutz, sec'y C. W. McCaustland Grain Co.

C. & N. W. 35674, seal No. 336, was set out in yards at Moville, Ia., June 4 leaking badly. Ten bus. yellow shelled corn scattered along the track here.—W. L. Sanborn.

C. M. & St. P. 17190, was leaking badly May 28 at Madella, Minn. The patent grain door had slid to one side of door, not being properly coopered.—J. J. Crowley, agt. Skewis Grain Co.

Wabash 51874 passed thru Colburn, Ind., westbound May 24, leaking white oats caused by drawbar being pulled out. Called train crew's attention to it.—W. F. Noble.

U. P. 68319 car going west on Stromsburg branch of U. P. May 22, Shelby, Neb., loaded with mixed corn. Was leaking slightly at side over truck. I repaired with waste best I could and think car went thru without further loss.—F. M. Lebbe, agt. Omaha Elev. Co.

S. P. 94822 leaking corn going south on Ill. Cent. at Rantoul, Ill., May 20.—Thos. New, Tomlinson, Ill.

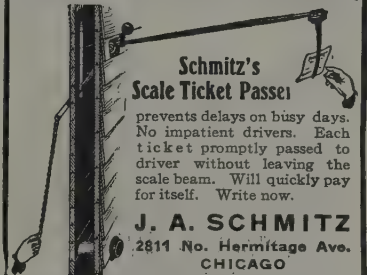
GRAIN TRIERS



20TH CENTURY BRASS & MFG. CO.
Minneapolis, Minnesota



SCALE TICKET PASSER



Schmitz's
Scale Ticket Passer

prevents delays on busy days. No impatient drivers. Each ticket promptly passed to driver without leaving the scale beam. Will quickly pay for itself. Write now.

J. A. SCHMITZ
2811 No. Hermitage Ave.
CHICAGO

THE CHEAPEST INSURANCE

against leakages in transit and the worries and losses incident thereto is the

KENNEDY CAR LINER

(PATENTED)

A few of them carried in stock at each elevator will provide the means of preventing these leakages.

PRICES

	Per Car
Kennedy Standard Liners,	\$1.40
Kennedy End Liners,	.75

MADE BY

FRED W. KENNEDY

SHELBYVILLE, INDIANA

Supply Trade

The Farmers Friend Scale Co., Minneapolis, which manufactured a scale reputed to be especially adaptable for agricultural purposes is out of business.

The Philip Smith Mfg. Co., Sidney, O., has recently issued a very neat and artistic 16-page booklet illustrating and describing grain cleaning and handling machinery.

Just tell the elevator trade that Gerber Distributing Spouts are as popular as ever. What we need is more help in our factory to get out the orders we have.—J. J. Gerber.

I think the prospects for crops are fine and that there will be a great deal of improving done by the grain trade before the new crop of wheat begins to move.—C. H. Benson.

W. Bland, Iowa Manager for the Avery Scale Co. has moved his office to Sioux City, 219 Grain Exchange, and will also handle the South Eastern quarter of South Dakota.

The line elevator companies are selling their elevators wherever a farmers company is organized. We are getting a good volume of business and look for more.—J. D. McArdle, Link-Belt Supply Co.

The Crawfordsville Seed & Grain Separator Co., has been incorporated at Crawfordsville, Ind., with a capital of \$50,000. This new firm will manufacture a line of grass seed cleaners and grain separators.

The Richardson Scale Co. has an electrical counter to be used in connection with its automatic grain scale. The counter is placed in the office of the elevator where it records the scale dumps. The company also has a new feed gate for its scale, which prevents the gate from being blocked by cobs, sticks or other foreign material.

The Fairmont Machine Co. has been organized and incorporated at Fairmont, Minn., to manufacture gasoline engines. The capital stock of the company is \$50,000. The incorporators and officers are: Pres., F. E. Wade; Vice Pres., A. R. Fancher; Sec'y, H. E. Woolery; Treas., V. St. John. It is said the engine which the company will make is different in operative principle from any machine now manufactured.

One manufacturing concern in Minneapolis reports that country grain dealers have the manlift mania and are sending in orders much faster than they can make them. They are now 6 months behind on their orders. Manlifts help to reduce insurance, and preserves the healthy heart action of grain dealers who formerly climbed long stairways.

The Government has recently placed an order with The Foos Gas Engine Co., of Springfield, O., for six of their Vertical Engines to be used in the operation of locks on the Ohio River. The locks are operated by air, the four engines for driving the compressors being of 100 HP. each, and the smaller ones used for auxiliary apparatus. The engines are the regular Foos Vertical three cylinder single acting engines, using natural gas for fuel. The power requirements will be very exacting, and the reliability of the engines installed must be beyond question.

The business outlook is good. We have taken the agency for the Great Western Mfg. Co.'s self-balancing sifters. W. H. Hastings, formerly supt. of the Northwestern Consolidated Mfg. Co. is now identified with this company.—A. P. Sprague, Strong-Scott Mfg. Co.

We have had a large number of inquiries from grain dealers who want to build, but as it is late in the season we have advised them to wait until next Spring. This leads me to believe there will be lots of business next year in the building line.—Fred Grotenrath, Amer. Mchny. & Construction Co.

The Power Equipment Co., Minneapolis, expects to get into its new quarters by the first of Oct. Work has been greatly delayed on the building for various causes. When the building which is the old traction structure is completed the company will have a display space 126 ft. wide, 80 ft. deep with concrete floor where a large line of elevator and mill machinery will be shown. Mgr. Day says he will carry a large line of gas engines.

The following is a list of parties who have recently ordered dump controllers from the Reliance Construction Co.: Bucklen & Taber, Marble Rock, Ia.; Chalmers & Eldridge, Washington, Ia.; Chas. O'Connor, Durand, Ill.; Columbus Roller Mills, Columbus, Nebr.; Chase & Browning, Padonia, Kans.; Farmers Eltr. Co., Vermillion, S. D.; T. I. Hubbell, Thornton, Idaho; Melrose Milling Co., Princeton, Ind.; P. H. Pelkey Const. Co., Hollister, Okla.; J. W. Vance, Pierce City, Mo.; Willshire Mfg. Co., Willshire, Ohio; Younglove Const. Co., Hadar, Nebr.

Business is fine the season opened quiet. It is in good swing now and there is considerable building going on. There is lots of supply work. We have had a big trade on Sonander Automatic Scales. We think they are the best made. We have sold them to the Farmers Eltr. Co.'s at Rogers, N. D., Grover, S. D., Westhope, S. D., Verden, S. D., Winfred, S. D., Spencer, S. D., and M. Rowe at Iroquois, S. D. We have taken on the S. Howes line of machinery and E. A. Pynch is now with us. Robt. Craig is our new representative in N. D. and Harry Warner in S. D.—G. A. Polley, The Power Appliance Mfg. Co.

The Johnson & Field Mfg. Co. report the sale of two dustless cleaners to the President of Mexico for his plantation.

The P. H. Pelkey Construction Co. has recently installed over a dozen Hall Special Elevator Legs in elevators in Kansas, Oklahoma, Texas, which territory is their present field of most active operation. This section a few years ago was far behind other states in equipments for handling grain, but now takes the lead, using the very best of modern appliances, with elevators of greater efficiency than are found in other sections.

The Hall Distributor Co. of Omaha has issued a handsome brochure of another new device, which promises to equal in popularity its famous signaling non-mixing grain Distributor. It is called the HALL SPECIAL elevator leg, and while making no innovations, or introducing untried devices, it combines in unique, scientific and mechanical order, with a special shaped bucket for the purpose, all the elements in such a manner as to produce apparently very remarkable results. It was first introduced into Kansas and Texas by the well-known designers, the P. H. Pelkey Construction Co., of Wichita, Kan., who were quick to discern its merits, and who unqualifiedly guaranteed its performance and capacity, in the specifications to customers.

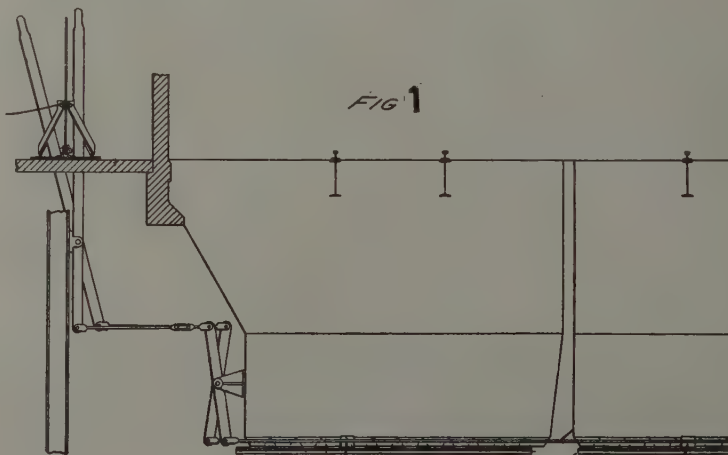
Interlocking Levers for Multiple Receiving Sinks.

In the present up-to-date practice of having as many as four car unloading tracks side by side with the receiving sinks discharging upon one conveyor belt the need for a device that will with absolute certainty prevent the discharge of two kinds of grain at the same time from two sinks on the same belt is apparent.

This problem has been well solved by Findlay R. McQueen in the invention illustrated herewith, for which he has just been granted letters patent No. 410,369.

Fig. 1 shows the hopper bottom valves in the bottom of one sink and part of another and two of the controlling levers with their connections. Fig. 2 shows the four levers to control valves of four sinks under four tracks.

Fig. 3 shows the interlocking mechanism whereby it is made impossible to



Controlling Levers and Gates in Track Receiving Sinks.

throw any one lever until the three others have been locked in closed position. The plate 18 is slidable in guides on the floor and has an opening 20, thru which the levers extend, the opening being of sufficient width to receive the levers but too narrow to permit them to oscillate except when opposite a slot 21, which communicates at one end with the opening 20 and extends into the plate 18 to a point near one edge. The opening is of sufficient length to allow the plate 18 to be reciprocated and adjust the slot 21 opposite any one of the levers but only one of them at a time, and consequently one of said levers may be operated to open the bin slide while all of the others are locked against oscillation. A lever 22 is pivoted at 23 and connected by a link 24 with the plate 18. The oscillation of the lever 22 will reciprocate the plate 18, move the slot 21 past the levers and permit any one of them to be operated to open the slide.

First National Alfalfa Products Show.

The National Alfalfa Millers Ass'n has changed the date of its meeting at Wichita, Kan., from Aug. 3 to the week of the Peerless Prophets Festival, Sept. 20-25, when it will hold the first exhibition of alfalfa products.

The exhibition will be housed in an immense and unique "Alfalfa Bungalow" the walls of which will be built of baled hay from many prominent alfalfa producing sections of the alfalfa belt. This alone will prove an interesting exhibit.

In graphic manner will be shown the wonderful growth of the industry of grinding alfalfa into meal, thus concentrating its marvelous feed value, the mixing of it with other cereal products, producing the most perfect animal ration ever known in the world.

Space will also be devoted to the use of the manufacturers of alfalfa milling machinery, that alfalfa producing sections may learn of the various methods of producing this great feed stuff.

Full particulars may be had of, and application for space should be made to Alva T. Wing, sec'y, Wichita, Kan.

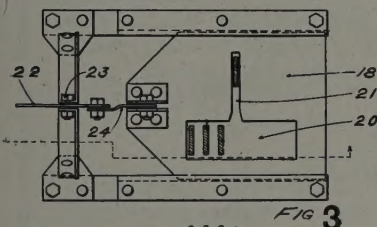


FIG 3

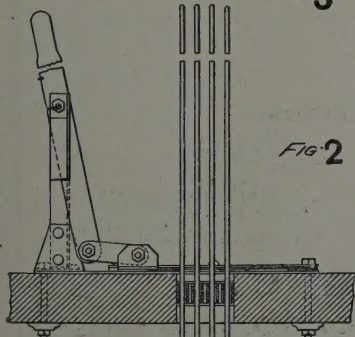


FIG 2

Levers and Interlocking Plate.

Meeting of Industrial Traffic League.

At Charlevoix, Mich., July 6, the National Industrial Traffic League held a meeting, amended its constitution and heard reports by Pres. Lincoln and several committees.

MINIMUM CARLOADS.—The committee, appointed to consider the questions of carload minima as prescribed in tariffs versus maximum loading allowed by railroad operating departments, minimum weights to be applied where small cars are ordered and large cars furnished and minimum weight to be applied on light and bulky articles where carriers furnish cars which will not contain minimum weight provided for in classification or tariff, reported that many of the publications made by individual lines, and by agents in case of joint publications, now contain rules protective of shippers' interests in cases arising where small cars are ordered and large cars, at convenience of carrier, are furnished; and where short cars are ordered and long cars, at convenience of carrier, are furnished; also where long cars are ordered and, at convenience of carrier, two shorter cars are furnished, the minimum weight applicable to size of car ordered being applied.

The committee has had the matter up with the Southern, Official and Western Classification committees with the view of having such publications provide for the proposed rules. The Southern Classification has been amended so as to make provision in line with the League's request. The matter is still before the Official and Western Classification committees.

UNIFORM B/L.—Mr. Lincoln made report of correspondence with Chairman McCain of the uniform B/L committee relative to proposed conference with a committee from the League to consider the exceptions which have been taken to the terms and conditions contained in the uniform B/L. Chairman McCain advises that members of the uniform B/L committee state they would be glad to meet with the committee from the League to discuss these questions, and a conference is to be held at some date in early fall.

Mr. Lincoln reported that there would be a meeting of the committee on commercial law at Detroit, Mich., Aug. 17 and 18, and a meeting of commissioners on uniform state laws in national conference at the same place on Aug. 19, 20, 21 and 23. Arrangements have been made by which a committee from the League will be supplied with copies of the fourth tentative draft of the Bs/L act. Arrangements are also being perfected for an appearance by the League committee before the convention.

Action of the July wheat future has shown that some shippers have been listening to the good advice to rush in grain on hand and replace with deferred futures.

Unfortunately for the U. S. Dept. of Agriculture, Professor F. D. Fuller, who was recently chosen chief of the grain investigation laboratory, has resigned and about Aug. 1 will become identified with the Primo Feed Co., of Harrisburg, Pa., with entire charge of the financial and analytical departments. The appointment of Mr. Fuller as chief of the cattle food and grain investigation laboratory was very gratifying to the feed mixers and grinders, as it promised co-operation between the government and the trade to keep the feed industry on a high plane.

A WET HARVEST

To the elevator man not equipped with an up-to-date drier, means a continual loss due to damp and heated grain, when a comparatively small investment will insure him against such losses.

We make a specialty of small driers for the country elevator.

They use nothing but cold air.

They can be placed in the elevator itself causing no increase in the insurance and eliminating the necessity of a separate building.

The cost is so low that no elevator or mill operator can afford to be without grain drying facilities.

ELLIS DRIER CO.

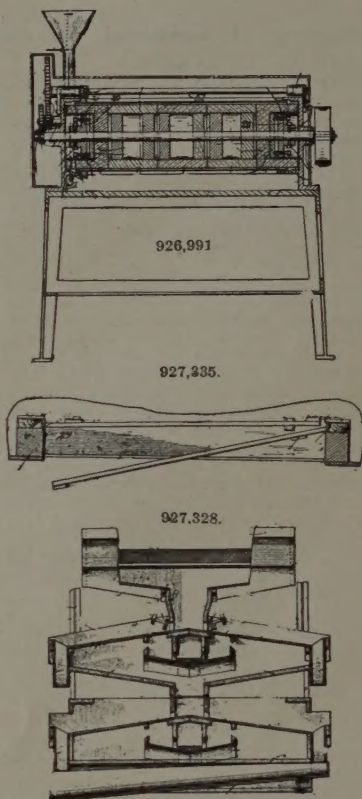
Postal Telegraph
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CHICAGO

Patents Granted

Rice Huller. No. 926,990 (see cut) Geo. H. A. Lyford, Cincinnati, O. A series of rings formed of carborundum are centrally mounted on a shaft to which are secured collars having set screws to clamp the rings together. A screening cylinder is arranged around the rings so as to leave a space between the screening cylinder and the surfaces of the rings.

Grain Door. No. 927,335. (see cut) Wm. G. Douglas, Winnipeg, and Wm. Robinson, Selkirk, Man., Canada. The grain door is formed of inner and outer sections each having one of its ends adapted to abut against the sides of the door posts, both sections being of length greater than the width of the doorway and overlapping. One of the edges of each section fits in a V-shaped groove formed at the side of the door posts. The members are held in closed position by a plurality of latches and plates fitted in recesses in the door posts.

Grain Separator. No. 927,328. (see cut) John B. Cornwall, Moline, Ill., assignor to Barnard & Leas Mfg. Co., Moline. The upper shoe has a longitudinally disposed screen and the lower shoe has transversely disposed screens, a longitudinal channel in the bottom of the upper shoe discharging upon the inner upper ends of the screens in the lower shoe. Below the second shoe is a third shoe having transversely inclined screens and receiving grain from an opening in the second shoe. In the second shoe under the opening and screens is a dirt discharging chute and at the outer sides of this shoe are trash receiving pockets. Means are provided for shaking the sieves in the same direction.



Books Received

GRAIN SMUTS: A dangerous parasite of many of the cereal plants is the fungus that produces in the grain or head what is known as smut. There are several well-known kinds of smut, each of which is caused by a distinct species of the fungus.

The greatest loss from smuts in this country is from the stinking smut of wheat and the loose smut of oats. A considerable loss is also due to the loose smuts of barley and wheat, which are more difficult to control and prevent. They are widely distributed, and tho they occur usually in small quantities the damage in the aggregate is large. They often are entirely unnoticed on account of their earliness and the absence of any conspicuous sign of them at harvest time.

The stinking smut of wheat transforms only the kernels into smut balls which do not break until the wheat is thrashed and often remain intact in the thrashed grain. The loose smuts of barley on the other hand, early discharge their spores, which are blown off by the wind as soon as the smutted head comes out of the leaf sheath; they infect the plant in the flowering stage and enter the embryo inside the ovary before the latter ripens into seed. An infected seed develops a smutted plant the following year.

The most successful method thus far found for preventing these smuts is a hot-water treatment of the seed. This treatment is described in Bureau of Plant Industry Bulletin 152, entitled, "The Loose Smuts of Barley and Wheat," recently issued by the U. S. Department of Agriculture.

A large cargo of flaxseed is said to be on the way from the Argentine to New York, the first considerable importation in years.

Nine cases of pellagra, the mysterious disease believed to be caused by eating unwholesome corn, have been found during the past year in the poor house at Chicago.

FIRE INSURANCE A Few Things Worth Knowing About the Millers' National Insurance Company

THE thirty-third annual report to policyholders of the Millers' National Insurance Co., just issued, shows that while the losses were the largest it ever sustained, it made the greatest increase in business in its history.

It also made the lowest assessment it ever made, same being 6 per cent for the year, or only 30 per cent of the annual rate, equal to a 70 per cent saving on the basis of a cash premium for the rate charged. The total

cash assets of the company are \$1,512,426.14, and the total liabilities are \$582,259.15, leaving a net cash surplus of \$930,166.99. Risks in force December 31, 1908, \$46,809,154.03, an increase during the year 1908, of \$6,468,383.07. Losses paid since organization, \$6,054,303.83.

If there is anything more convincing desired by millers or grain dealers who are looking for inexpensive and safe insurance any one of the following officers, directors or agency managers will be pleased to give it.

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Flour Mills, Elevators, Warehouses, and contents.

ORGANIZED — 1907 — INCORPORATED

Western Grain Dealers' Mutual Fire Insurance Association,

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Insures Elevators, Warehouses and Contents Exclusively.

Correspondence solicited.
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Insures Elevators, Mills, Grain Warehouses and Contents of same at cost

Insurance in force, - - \$13,920,249.80

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Address all Correspondence to the Co., at Alton, Ill.

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ORGANIZED 1881

LANSING, MICH.

INSURES ELEVATORS AND GRAIN

PERMANENT OR SHORT TERM POLICIES

If You Want

regular country shippers to become familiar with your firm name, place your "ad" here.

Mill Owners' Mutual Fire Insurance Co., Des Moines, Iowa Organized 1875

INSURES MILLS, ELEVATORS, WAREHOUSES and CONTENTS

Net Cash Assets.....\$261,480.33
Losses Paid.....\$1,473,780.50
Saved to Policyholders.....\$1,909,196.60
J. G. SHARP, Secretary



Make Your Own

Insurance cost. That is the plan of the



It recognizes good features of construction and operation in the rate.

It gives a credit through its self-inspection system for cleanliness and extra attention to fire dangers.

All this makes a material reduction in the cost.

This Company also places grain insurance at a large saving from the short rate of other companies.

For prices write,

C. A. McCOTTER, Sec'y

ORGANIZED SEPTEMBER 1897

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Insurance in force \$7,355,000.00
Losses paid to date 448,000.00
Saved to Policyholders over 250,000.00

No Premium Notes.

We write Fire, Lightning and Tornado Insurance for long or short term.
MEMBERS' LIABILITY LIMITED. F. D. BABCOCK, Sec.

Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives it to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

Grain Dealers Journal

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in your elevator handles all the grain;
get the kind

That Wears the Longest



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Samples and Prices on Application.



Rope Drives installed in \$3,000,000.00 Flouring Mill Plant of Hecker-Jones-Jewell Milling Co., New York City.

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Grain Elevators and Flour Mills has experience and reputation behind it. By its use materials are handled quickly, cleanly and economically.

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The troughing rolls are adjustable to any angle and run on a hollow perforated steel shaft fitted with special compression grease caps of unusually large capacity. Bearings for the horizontal roll shafts are oscillating and are made in any desired style.

For heavy service this carrier is unequalled. Used in connection with Weller-Made belt conveyors they handle a wide range of materials with every satisfaction.

Send for 510 page Catalog.

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CHICAGO



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**It saves Power in Operating
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"Just got the Collector placed and it works like a charm. It's simply a dandy—can't be beat."

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